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NEXT ISSUE ON SALE
27 MARCH 2015



WELCOME TO THE APRIL ISSUE!

Well, it's taken longer than even I expected, but after five issues at the helm of the good ship *Fast Ford* there's finally a Saph on the cover! And what a Saph! Well worth the wait!

The 525bhp rear-drive stunner may not be the most powerful Cossie we've ever featured, nor, with its close-to-standard looks, is it the most outrageous feature car to grace these pages. But what it is, is damn-near perfect! Offering a blend of power, style, retro-cool appeal, and reliability – yes, a Cossie you can use regularly! – Steve Punton and Craig Straughn's Sapphire shows what owning a fast Ford should really be about!

The Cossie-engined, rear-drive Mk3 Escort from Malta on page 68 is another YB-powered masterpiece!

But it's not all about Cossies this month, and the 300bhp turbocharged Focus saloon on page 26 is proof that new cars can be just as entertaining!

There's another Focus on page 40 that has an epic story to tell; built by M-Sport

as a WRC press car, before being rallied and then reinstated to PR duties by current owner Trevor Hawkins. And there's a load of Focus STs and RSs on the rollers at Dreamscience for their dyno day on page 76!

We also have lots of news to tell you about this month too. Firstly you can find out who won the coveted

Car of the Year on page 9.

On page 10 you'll find details of an all-new Ford show for 2015 – FordFest.

And on page 24 you can see what the new Mk3 Focus RS will look like!

We've also got the first in a brand new series of features this month. Our '3 of a kind'

features compare three fast Fords that meet a specific criteria or requirement. To kick things off we have 'best all-rounders for £10k', including the Sapphire Cosworth 4x4, the Mk1 Focus RS, and the Mk2 Focus ST. Which would you choose? And why?

There are new additions to the Fast Fleet too – check them out on page 62!

Enjoy the mag!

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FEATURES**10 FORDFEST 2015**

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Two more great fast Fords on this double-sided poster...

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We have a new addition to the Fast Fleet this month...

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Another Blue Oval is pulled from the vaults.

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3RD

In third place with 9% of the votes was Samuli Saarimaa's mental 750bhp, rear-wheel drive Escort Cosworth!



2ND

In second spot was David Fox's gorgeous Zetec Turbo-powered S1 RS Turbo, claiming 13% of all votes!

fastford CAR OF THE YEAR 2014 WINNER

The results are in and we can reveal the top three cars in the coveted Fast Ford 'Car of the Year', as voted for by you....

But the run-away victor with 43% of all votes was Charlie Shaw's truly staggering near-1000bhp YB-powered Focus race car! With performance figures that embarrass even the most exotic of sports cars, this machine is undoubtedly one of the best cars we featured in 2014, and is a worthy winner of the coveted Fast Ford 'Car of the Year'!



1ST



FordFest 2015

2015 sees the launch of an all-new show for Ford fans, as FordFest launches on 13th September at Santa Pod Raceway!

The Ford scene has some of the best shows in the country, throughout the summer months there are some truly amazing events dedicated to the mighty Blue Oval, and this year there's going to be another one too!

Yes, 2015 sees the launch of FordFest, an end of season event

based at Santa Pod Raceway to celebrate all things fast and Ford. Classics will mingle alongside modern machinery, traders will show off their latest products and services, car clubs will proudly display their finest Fords, and, of course, the drag strip will provide plenty of adrenaline-filled fun for both spectators and drivers alike!

RUN WHAT YA BRUNG

Naturally, with any show at Santa Pod, the ¼ mile drag strip will be an integral part of the show. FordFest will give you the chance to test your fast Ford's performance against the clock (or against your mate in the opposite lane!) in Ford-only 'Run What Ya Brung' sessions.

For just £10 you can enjoy unlimited runs between 5:30pm and 8:00pm on the Saturday before the show (ideal for those camping!) and on Sunday you can buy four runs for just £20. Passenger tickets will also be available for just £10! Just don't forget you will need a valid driving licence! And a crash helmet if your

Test your Ford's performance on the legendary 1/4 mile!



Old or new, it's welcome at FordFest!



car is capable of crossing the line at 110mph or faster!

CLUB DISPLAYS

With Fords of all shapes, sizes, and ages welcome at FordFest the club display area is expected to be huge. In fact, it is highly anticipated that every square inch of Santa Pod will be filled to bursting with thousands of the finest club cars on display!

Displaying clubs will receive special offers from the show's partners and sponsors, discounted entry tickets, exclusive club promotions, and will have access to the show hours before the public. Bookings are already being taken for club displays, and spaces are selling out quickly, so act now to ensure your club doesn't miss out.

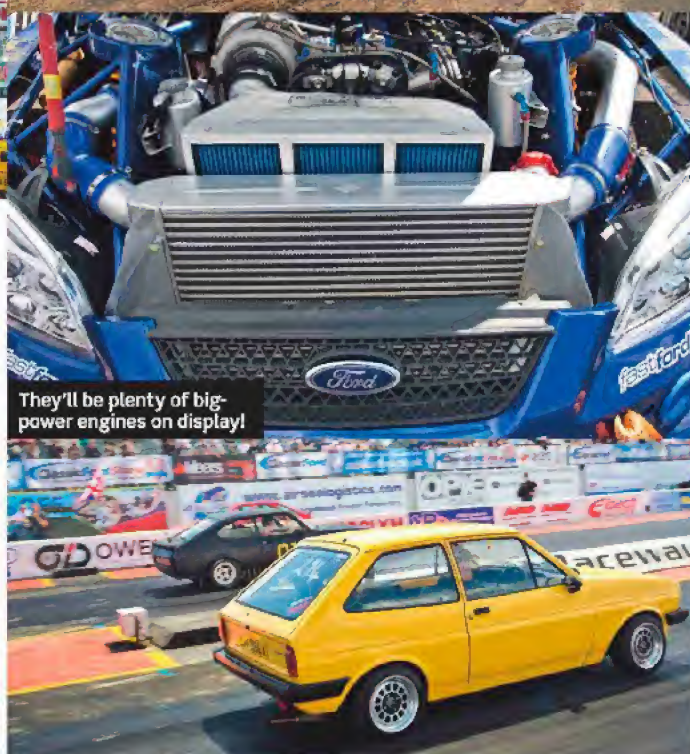
RETAIL VILLAGE

The 'Retail Village' will be a designated area for show-goers to take advantage of some fantastic offers from traders and tuners alike. Sandwiched between the

drag strip and the club displays, the Retail Village is the perfect place to hunt down your next upgrade, see what new products are available, or just have a chat and pick the brains of some of the most respected tuners in the Ford scene!

CAMPING

If you don't fancy the dreaded early start on the Sunday, why not make a weekend of things and camp over on the Saturday night? With a selection of family, public, and club camping areas to choose from, and costing just £7 per person in advance (£10 if purchased on the gate), it will make a lot of sense for many people. Campers can arrive from 9:00am on Saturday 12th to set up camp, with the last entry at 10:00pm. The Santa Pod funfair will be in full swing all afternoon to enjoy, the Ford-only RWYB kicks off at 5:30pm, and the Fuelers bar opens at 8:00pm with live entertainment until late. 📺



They'll be plenty of big-power engines on display!

VITAL INFO

When: 13 September 2015
Where: Santa Pod Raceway
Price: £16 (advance tickets currently available for £12)
Web: www.fordfestshow.co.uk

Words: Jamie Arkle Photos: Chris Wallbank

PERFECT EXAMPLE

This mint condition, well-specced,
525bhp Sapphire Cosworth is not only one
of the cleanest around, it's also the perfect
example of what a fast Ford can be...



Sometimes, just occasionally, it's easy to get a tiny bit blasé about key cars in the fast Ford cannon. All too often we take cars, especially those with an RS badge, slightly for granted, readily brushing aside the power figures they produce with a simple nod or murmur of approval. Well we're here to put a stop to that, as despite being well over two decades

old, the Sapphire Cosworth is still among the most remarkable cars to ever emerge from the RS skunkworks. We've covered the fact that the YB can be convinced to make power figures that veer towards the comically high before, but with so many immaculate, big power examples blasting about the UK, it's sometimes necessary to take a step back and take stock. After all, this is a car that was conceived in a time when the

'the net' meant something you used to land carp, when, as far as most were concerned, a Skyline was something you looked off into the distance to glimpse at, and when 200bhp really did give you massive boasting rights down your local boozer.

All of this leads us to the Sapphire you see here, a car that's jointly owned by Steve Punton and Craig Straughn. It's an example that represents all

that's great and good about the Sapphire Cossie and its place within the UK's vibrant tuned Ford community; an enthusiast-built bruiser with massive power, effortlessly cool looks, and a sorted chassis. Of course the Cosworth variant of the Sapphire has long been accepted as a modern classic, and that means that the days of unearthing hopelessly rotten cars from behind slightly 'edgy' 



looking housing estates are (thankfully) behind us. That said, it's still rare to find cars in as good a shape as this one, something that Steve (a car dealer by trade) and Craig could scarcely believe when they first bought it in 2013.

"Hand on heart, it must be the cleanest one around – you could go into a showroom and buy a 64-plate car and it would still be dirtier than the underside of that Sierra," chuckles Steve.

Though it was undoubtedly in fantastic condition body-wise, the car actually came into the pair's hands in rather less auspicious circumstances, a close friend

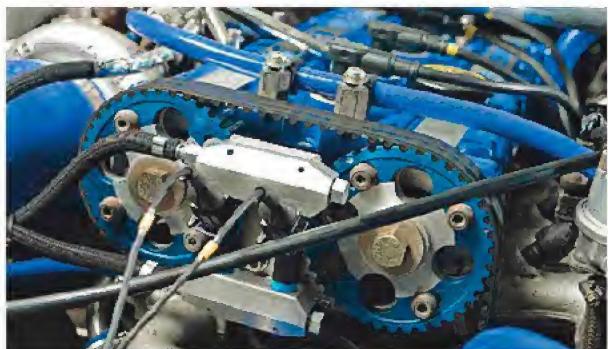
eventually throwing in the towel at the thought of dealing with the YB that'd just blown up in spectacular fashion – a con rod had made a successful bid for freedom out the side of the block! The engine had been rebuilt and treated to a selection of uprated internals just beforehand, so the chap in question was undoubtedly entitled to feel hard done by.

"He took it back to the tuner and they pretty much washed their hands of the whole car, then slapped him with another £15,000 bill for a rebuild. That was the final straw and he offered the whole car to me for the price of the bill alone," recalls Steve.

So the Sierra came into Steve and Craig's ownership, and both clubbed together to pay that hefty rebuild bill, the car coming back with a rebuilt YB a month or so later. The staggeringly clean Sapphire was tucked away in Steve's showroom (he owns more than a few RS Fords, including a 700bhp Escort Cosworth!) and it was only when he began reversing it into place that he noticed it was making a rather odd sound.

"It didn't sound like any other idling Cosworth I'd ever heard, which put the frighteners up me as I've owned literally hundreds over the

"It must be the cleanest around – you could go into a showroom and buy a new car that would still be dirtier..."



TECH SPEC

SAPPHIRE COSWORTH

ENGINE

Harvey Gibbs built 2.0 YB with 200 block, long studs and WRC gaskets, Mahle pistons, 8.0:1 CR, steel rods, high pressure fuel pump, 83lb injectors, ported and polished head with BD16/14 inlet/exhaust cams, vernier pulleys, double valve springs, GT3076 turbo, dump valve, FMIC, Hart inlet with large capacity injectors, ITG air filter, custom stainless steel exhaust system, dyno mapped by Harvey Gibbs

POWER

525bhp

TRANSMISSION

T5 gearbox with Quaife internals, uprated clutch, OE propshaft and differential

SUSPENSION

Bilstein coilovers all round, NOS bushes and mounts, painted lower arms

BRAKES

Front: AP Racing six-pot calipers with aftermarket pads, OE discs, braided lines
Rear: OE discs and calipers, aftermarket pads, braided lines

WHEELS & TYRES

7x18in Compomotive TH alloys in gold, 215/35x18 Hankook V12 tyres

INTERIOR

Full OE interior with original seats, carpets and headlining, various boost, oil and pressure gauges set into the dash, carbon surround, aftermarket CD head unit

THANKS

Harvey Gibbs and the guys at SCS, Paul at Pure Shine, Alexis for helping out, and Manta Punton



Freshly-built YB
looks the business
and kicks out a
reliable 525bhp too!



Interior is simply immaculate



A Saph with cloth trim is a rarity these days...

SAPPHIRE COSWORTH

"The engine in Craig and Steve's Saph is a gem, capable of pushing out 525bhp all day, everyday"



years. I sent the whole car down to Harvey Gibbs for a close inspection, as I've known him for decades and know the quality of his work."

The resulting report from Harvey made for grim reading, with the 'rebuilt' YB barely worthy of the term. The bores were stuffed with second hand pistons that had seen better days, the ARP bolts weren't from ARP, and the head truly was a disaster, to

the point where the valves could easily be wiggled back and forth. As you might expect, Steve was not exactly overjoyed, and wasted no time in getting in touch with the previous engine builder.

"They offered me a paltry amount off my bill, so I pretty much told them to stuff it and asked Harvey to totally strip and rebuild the car, no expense spared!" Steve explains.

In Harvey's capable hands

the rebuild progressed apace, with the YB being carefully re-constructed with some suitably uprated parts, including a 200 block with long studs and low compression Mahle pistons, WRC gaskets, a ported and polished head with aftermarket cams, double valve springs, a totally overhauled fueling system and, best of all, a whacking great Garrett GT3076 turbo and Hart inlet. You don't need us to tell you that the YB is the key to the Sierra Cosworth's success and continued ability to bloody the noses of much more modern cars, and the one in Craig and Steve's Saph really is a gem, capable of pushing out 525bhp all day, everyday. The pair haven't even come close to finishing yet though, with Steve's other RS Fords (that 700bhp Escort in particular) providing ample inspiration to push



DRIVER SPEC

STEVE PULTON & CRAIG STRAUGHN

Ages: 37 & 35

First Fords: S2 RS Turbo & Fiesta XR2

Favourite Fords: XEITHER RS500 or RS200 & RS200 (still waiting for the lottery win!)

What's next: A change of colour for the wheels, then even more power!





"It now sports the running gear it's always needed to complement the flawless bodywork and paint"



The brakes have been suitably upgraded too...



things further and seek out even more power. 525bhp is more than enough for now though, particularly as the Sierra still sports a relatively stock transmission and drivetrain, with the T5 gearbox stuffed with Quaife internals and a factory 7.5inch rear differential.

The YB might be the secret to the Sapphire Cosworth's continued success, but its chiseled good looks now fall firmly into the 'retro cool' category. There's little available on the aftermarket that can top the factory finish of this car, hence Steve and Craig's decision to simply work with what Ford gave them. Harvey Gibbs did more than reconstruct the YB, he stripped and rebuilt the entire car, rebuilt and painted various suspension and brake parts, then carefully mapped the resurrected car too.

"Time really was of the essence as we had the *Fast Ford* photoshoot booked in on a set date. The car actually arrived back up here just over a week before the shoot, so we only had time to give it a detail and a quick drive

beforehand," explains Steve.

Not that Steve or Craig need have worried, as Harvey had done a staggeringly good job on the car – it fired up first time and now sports the running gear it's always needed to complement the flawless bodywork and paint, and the whole car looks damn-near concours, especially with those timeless Compomotive TH alloys at all four corners ("I love the wheels but hate the gold colour, so that'll be changed next," chuckles Steve). Since the shoot the Sapphire has only been allowed out to play a handful of times, but it has taken pride of place in the pair's enviable collection, and it isn't hard to see why! The UK is blessed with countless top-level Cosworths, many of which are more powerful, or sport more lairy spec lists, but to judge a car like this on spec alone would be missing the point. No, what Craig and Steve own is a perfect all-rounder, an example of all that the Sapphire Cosworth can be, and clear evidence as to why these cars are still so revered and respected after all these years. 📌

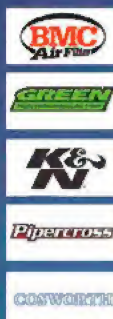




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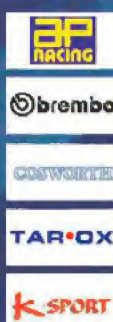
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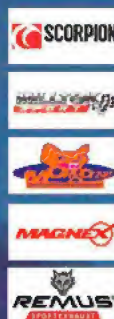
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NEW FOCUS RS

THE LATEST RS IS
ON ITS WAY...



After much hype we finally got to see the first glimpse of what the next RS-badged Ford will look like, and from the outset the Mk3 Focus RS looks like it's going to be mightily impressive.

The biggest news is that the latest RS will be four-wheel drive – a first for the Focus – thanks to a very clever new system; Ford's new All-Wheel-Drive with Dynamic Torque Vectoring. It may have a long and complicated name, but it's a serious step-up from anything we've seen on fast Fords of the past.

In a nutshell, this complex system will control the amount of torque being applied to each wheel; not just front-to-back, but side-to-side too. This means that during cornering the outside rear wheel will receive more torque than the inside wheel, effectively driving you round the corner. The rear axle can receive up to 70% of the engine's torque, and of that up to 100% can be sent to either rear wheel. Obviously we've yet to test this for ourselves, but this system is said to virtually eliminate understeer and offers excellent handling and cornering stability.

Under the bonnet of the new RS you'll find a 2.3-litre EcoBoost engine. Based on the same unit as we'll see in the Mustang later this year, the unique RS version features quite a selection of re-worked parts to improve performance and is said to produce 'well in excess of 320PS'. Those upgrades include a low-inertia, twin-scroll turbo with a larger compressor wheel, larger intercooler, less restrictive intake design, high performance exhaust (complete with electronically-controlled vales to optimise back pressure!), improved cylinder head, and stronger high-tensile cylinder liners. Ford are yet to quote exact power and torque figures, but given that the Mk2 RS500 produced 345bhp we'd be surprised if the Mk3 RS is less than 350bhp!

In addition to all of this, and to counter those doubters who think the RS is just an ST with a new bodykit, the new RS features a much improved suspension set-up (including two-mode switchable damper settings, stiffer springs and upgraded bushes!), revised steering system, and even the option of track-spec Michelin Pilot Sport Cup 2 semi-slick tyres!

The biggest criticism thrown at the Mk3 Focus RS is the way it looks. Some doubters may have been expecting huge flared arches, big wings, and





QUICK SPEC

Engine:
2.3-litre EcoBoost featuring low inertia twin-scroll turbo, larger intercooler, less restrictive intake system, performance exhaust system with electronically-controlled valve to optimise back pressure, upgraded cylinder head, heavy duty headgasket, high-tensile cylinder liners

Power:
320bhp-plus

Transmission:
Six-speed manual, short-throw shifter, All-Wheel-Drive system with Dynamic Torque Vectoring control

Suspension:
Focus RS two-mode switchable dampers, firmer springs, uprated bushes

Wheels and Tyres:
19inch alloys with 235/35R19 Michelin Pilot Super Sport (or optional Michelin Pilot Sport Cup 2) tyres

Interior:
Redesigned Focus control layout, flat-bottom steering wheel, alloy foot pedals, unique instrument cluster, additional bank of gauges above centre console, SYNC connectivity with audio, navigation, climate control, and mobile phone voice controls, 8inch colour touchscreen display, rear-view camera, premium stereo with 10 speakers including subwoofer, Recaro bucket seats, RS logos on steering wheel, seats, and scuff plates

Exterior:
Focus RS bodykit comprising new front and rear bumpers, side skirts, and rear spoiler, available in either Nitrous Blue, Stealth Grey, Absolute Black, or Frozen White





The styling is already subject to debate, but we quite like it!



The cabin will be packed full of the latest tech!

stupidly-low splitters, but in reality that was never going to happen. And, at the end of the day, that's not what fast Fords are all about. If we wanted a pose-machine we'd buy something altogether more exotic – no, fast Fords are supposed to be blue-collar performance cars, a working-man's supercar if you will. They should be practical, stylish, powerful, and perform well – and you can't deny that the Mk3 RS looks to do all of this in spades!

So for all the Internet haters that say it's not a 'proper RS' we'd urge you to reconsider: well-over 320bhp, an incredible chassis with 4x4 levels of grip, and all in a package that offers the practicality of a mass-produced car! No, that doesn't sound too much like the S1 RST, S2 RST, Fiestas RS Turbo, Sierra RS Cosworth, Sapphire RS Cosworth, Escort RS Cosworth,

Mk1 Focus RS, or Mk2 Focus RS... does it?

But if the styling really does disappoint you that much, don't forget that as the Mk3 Focus will be the very first RS model to be sold all around the world – in particular, America – we're sure there will be a wealth of styling upgrades on offer within weeks of the car going on sale. This 'global-ness' of the Mk3 RS also means that tuners all over the world will be able to get stuck into offering various performance upgrades too!

Love it or loathe it, the introduction of a new RS model can only be a good thing for fans of a fast Ford. And Ford are saying 12 new performance models are due between now and 2020 – could they include a new Fiesta RS? Or possible even a Mondeo RS? Maybe, just maybe... 🤔



STATES OF MIND

Florida car tuner, Aaron Vaccar, was commissioned by Ford Motor Company to transform a stock 2013 Focus Sedan SE into a nitrous-fuelled SEMA show stopper...

The internet is awash with digital representations of imagined modified Blue Ovals as seen through the eyes of automotive enthusiasts who like nothing more than demonstrating their Photoshop skills. Indeed, you don't need to spend too long surfing the web before a Facebook group dedicated to the output of these

creators of fictional Fords makes itself known, usually accompanied by a render of a slammed XR2 rocking deep dish rims and a string of comments littered with words like "yo", "scene" and "rad".

There are, however, folk in the real world who are paid to bring their Ford fantasies to life. In fact, our favourite automobile manufacturer is known to foot the

bill for such projects, and it will even afford some of the finished four-wheelers pride of place on its trade stands at the world's most prestigious car shows.

"I've been a fan of modifying cars ever since high school, but my first commission from Ford came after a friend encouraged my younger self to send a portfolio of ideas



and a project proposal into the company's design office," explains 28-year-old Florida resident, Aaron Vaccar. "To my amazement, I was awarded a base vehicle in the form of a stock Fusion, and I was told to modify it as I saw fit. The resulting concept car ended up on the official Ford stand at the 2009 SEMA show in Las Vegas!" he gasps.

The success of the collaboration convinced Ford Motor Company to provide Aaron with a series of base models to tinker with. Sure enough, a Mk7 Fiesta and a brace of SUVs followed, each finding themselves on the receiving end of the Vaccar styling stick.

Despite these achievements, it's Aaron's treatment of a Focus

Sedan SE that has generated the most attention. Yup, you read that correctly; the third-generation of Ford's all conquering car is available to buy in a cool-looking saloon format if you happen to live outside of the UK. Better still, the North American variant comes equipped with a two-litre Duratec Ti-VCT lump that offers tuners a fantastic starting point for power-raising plans of action.

"My first instinct was to apply forced induction. I invited Pennsylvania's Street Lethal Performance to join me on the project, primarily as they have a long and colourful history of squeezing big power out of Ford platforms," says Aaron. "I wanted to develop a mild turbo kit that

would sit comfortably alongside a stock engine, but it had to be positioned in such a way that it would inspire excitement when the car's bonnet was raised," he adds.

A suitable 'sidewinder' turbo kit soon materialised. It comprises an SPA Turbo 500C T3 turbocharger, a Compact-i wastegate, a Turbo XS blow-off valve, a front-mounted intercooler and custom pipework. A large intake cone filter also joins the party, while exit gasses escape unhindered thanks to a





Prototype bucket seats have been trimmed in luxury leather



AARON VACCAR

FOCUS TURBO

Age: 28

Job: Head of my own tuning firm

First Ford: The Vaccar signature series Fusion

Favourite Ford: This one

Best mod: The turbo kit

What's next: It's time to build the 2015 Vaccar Expedition SUV!

“My first instinct was to apply forced induction...”



➤ bespoke straight-through stainless steel exhaust system that delivers an aggressive back-end growl. Wherever possible, exposed under-bonnet pipework is contained in DEI heat wrap.

The SE's power figure has been further enhanced by a Ny-Trex dry nitrous injection system. Claimed to have awarded the car a hike in horsepower to well over the 300bhp mark (with the possibility of nearer 500bhp with further engine mods), the kit features a wet-black powdercoated nitrous bottle mounted on a billet bracket in the Ford's boot space. It sits comfortably alongside a custom battery box, although a surrounding leather boot floor manages to catch the eye as much as either of these

unorthodox inclusions.

"The leather floor came about after I'd designed some prototype bucket seats. I opted to have them trimmed in fresh black leather with white stitching, and I carried the theme over to the car's rear end," continues Aaron. "I think the interior styling updates adds a touch of race-inspired luxury to the car, but I have to remind myself that Ford intend to pitch my ideas to potential customers at trade shows. The upshot of this is that I can't go too crazy with one idea or the other because the car still has to be fit for use as a daily driver," he tells us.

That hasn't stopped him from updating the exterior of this stunning Sterling Grey Metallic Focus. "SEMA cars are often over-the-top as far as their looks are concerned. My brief was to preserve the identity of the model, while adding tasteful details to set



it apart from its standard stable mates," he confirms. Fortunately, Newport Beach automotive design outfit, 3dCarbon, were able to supply a four-piece external styling package to that effect, and each of the kit's component parts (front air dam, side skirts and a rear





That's not what you'd expect to find on a Focus saloon!

“Well over the 300bhp mark (with the possibility of nearer 500bhp with further engine mods)”



TECH SPEC

FOCUS TURBO

ENGINE

2-litre Duratec Ti-VCT direct injection inline-four, Street Lethal Performance prototype turbo kit with matching front-mounted intercooler, SPA Turbo 500C T3 turbocharger, cone intake filter, SPA Turbo Compact-i wastegate, Turbo XS RFL blow-off valve, heat-wrapped custom boost pipework, Ny-Trex EFI dry nitrous injection system, DEI exhaust wrap, enlarged stainless steel decat exhaust system, boot-mounted battery

POWER

300bhp-plus (owner estimate)

TRANSMISSION

Factory five-speed manual 'box

SUSPENSION

K-Sport Kontrol Pro coilovers, polybushed throughout

BRAKES

CEIKA custom four-piston caliper kit, 330mm drilled and grooved discs, fast

road pads, braided hoses

WHEELS & TYRES

8.5x19-inch Privat Legende custom wheels painted Satin Black, Toyo Proxes T1 Sport 235/35/19 tyres

EXTERIOR

Sterling Grey Metallic paintwork, colour-coded 3dCarbon four-piece body kit (comprising front air dam, side skirts, rear lower skirt with diffuser), Canfield Customs BASF Hot Rod Black paint accents, tinted front and rear lights, LED daytime running lights

INTERIOR

Vaccar prototype bucket seats and boot floor with Portage Trim leather retrim, boot-mounted battery and Ny-Trex nitrous bottle with custom billet bracket, SYNC with MyFord Touch

THANKS

3dCarbon, AutoLife Tour, BASF, Design Engineering, Blood & Grease, Canfield Collision & Customs, CEIKA, The CLUB/ Winner International, Ford Motor Company, Ny-Trex, Portage Trim, Privat Wheels, SPA Turbo, Toyo Tires, K-Sport USA, Street Lethal Performance, Turbo XS, Vaccar Automotive Artistry



“A number of USA dealerships are now offering Vaccar-tuned models as cost options...”

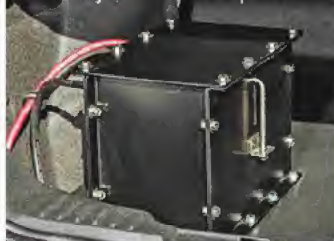
lower skirt with integrated diffuser) were colour-coded before installation. BASF black paint accents followed, as did tinted front and rear lights.

The car's most striking exterior feature can be seen in the form of its 19-inch Privat Legende satin black rims. The fantastic five-spokes are wrapped in brand new Toyo rubber and sit snug under each wheel arch thanks to the chassis-lowering effects of K-Sport Kontrol Pro coilovers.

Brightly coloured four-pot calipers can be seen poking out from behind the wheels, indicating an improvement over the factory stopping system. “I worked with braking expert, CEIKA, in developing a top-notch brake kit for the car. We went from concept to delivery in just two weeks, and I'm thrilled with the end product. It makes use of drilled and grooved 330mm two-piece discs, fast road pads and stainless hoses,” Aaron tells us. “CEIKA were the perfect partner for the job, and I'm looking forward to collaborating with them again in the not-too-distant future,” he smiles.

The finished Focus was given the catchy moniker of ‘Night Walker’ before it was proudly displayed alongside Ford's latest showroom offerings at the recent SEMA show in Las Vegas. As you might expect, the no-fuss OEM+ approach that Aaron and his collaborators have showered upon the car was a big hit with the event's attendees, so much

Battery now lives in the boot to make way for the turbo up front!



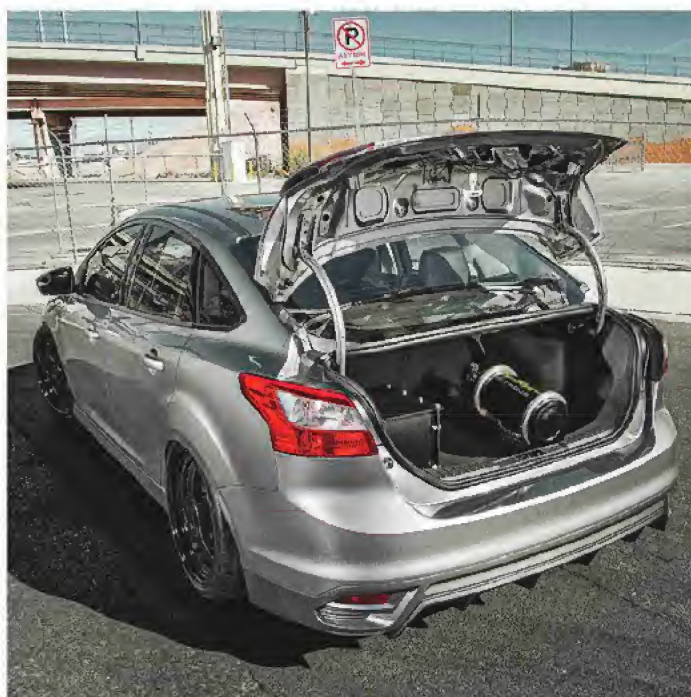
so that a number of Blue Oval dealerships in the USA are now offering Vaccar-tuned models as cost options to their customers!

“I'm thrilled to be serving the automotive industry by styling and tuning fast Fords, and it's great that my efforts have proved to be so popular with the public,” admits Aaron. “I now manage my own workshop in Orlando, I have a touring company that displays Vaccar creations across America, and I've been awarded a long list of projects to work on for the coming year. It's difficult to believe that this has happened as a consequence of sending some of my ideas into Ford's offices a few years back, but I hope that my reward inspires others to follow suit,” he says.

So there you have it: for those of you composing another digital delight in Photoshop, perhaps you should consider sending the final draft to Henry's boys before you post it online. After all, Aaron's success is proof that someone, somewhere might be prepared to give you a chance to turn your ideas into a reality... 📸



Oh yeah, there's a dab of nitrous too!





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Can you believe
there have been 100
Fiesta WRC cars?

We head to Autosport International to find out what's new for 2015 for the fast Ford fan...

Autosport International is widely regarded as the curtain raiser for the New Year for petrolheads from all walks of life. Regardless of what marque you follow, or what discipline of motorsport tickles your fancy (including taxi-banger racing!), ASI is the show for all car enthusiasts. The show has been running for years, yet it never ceases to amaze. The sheer number of cars, parts, and products on display is mind-boggling. Add to that the fact that ASI is the perfect place for many companies to launch their new products for the year ahead, and the fact the whole venue is teeming with motorsport legends, both past and present, and it's easy to see why the show has been a huge success for all these years.

For many, the show is all about finding out what new stuff will be available to improve the performance of their car. The diversity of products on offer is immense – anything you can think of that makes a car go faster, stop better, handle sharper, or makes it quicker in any way could be found

in one of the show halls. And the cars on display are just as varied, with everything from go-karts through to F1 cars – and all manner of motorsport-inspired machinery in between.

Naturally, with such a long and illustrious history in motor racing, Fords were very well represented throughout the show. From entry-level clubman Fiestas right through to genuine ex-BTCC Sierra RS500s, the Blue Oval's impact on motorsport was clear to see. It's not all about the past though, Ford still has a huge presence in current top-flight championships such as WRC and BTCC, with competitors such as M-Sport and Motorbase Performance pioneering the very latest EcoBoost-powered Fiestas and Focuses.

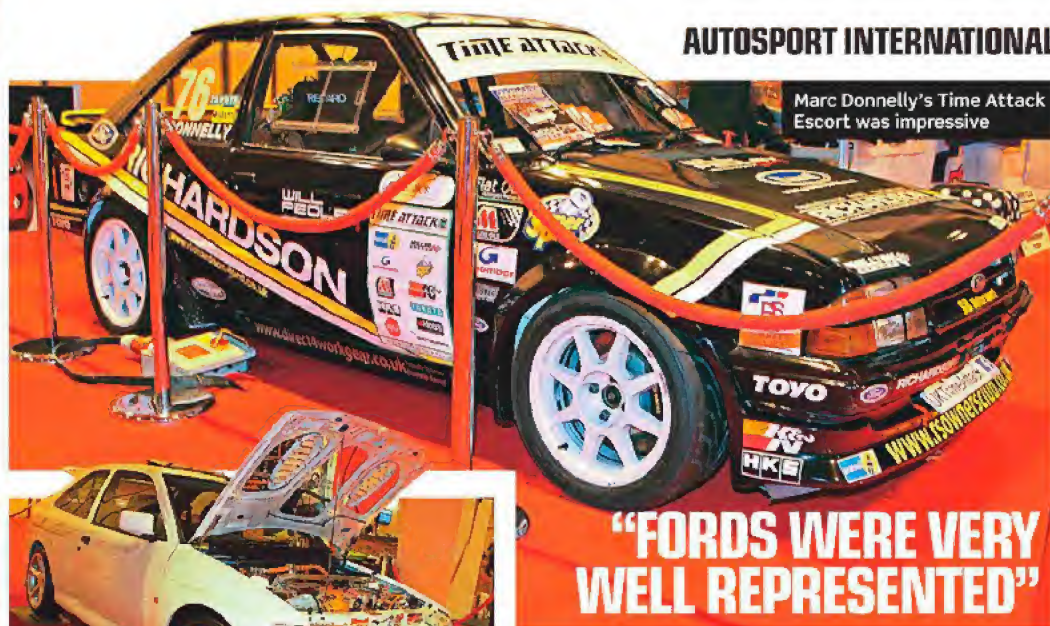
With so much to see and do, just walking around the show and trying to take it in all is a task in itself. Thankfully though, we've brought you the highlights for the fast Ford fan, so grab a cuppa and sit back to enjoy anything you might have missed...

The Fiesta is a real force in rallying circles





Photos: Davy Lewis & Jules Truss



AUTOSPORT INTERNATIONAL

Marc Donnelly's Time Attack Escort was impressive

"FORDS WERE VERY WELL REPRESENTED"



Concours EsCos was a stunner!

RS OWNERS' CLUB

Flying the flag for fast Fords was the RS Owners' Club. The RSOC have been displaying at ASI for a few years now, but this year was arguably one of their best stands ever. Including a genuine RS500 Touring Car, a freshly restored genuine RS1700T, a modified concours Escort RS Cosworth, and a Time Attack Escort RS1600i!

The club was on hand to talk about all things RSOC, sell branded regalia, as well as sign up new members, who took advantage of some of show-only discounts on offer. All new members were immediately entered into a daily competition to win a 2015 RSOC calendar, and existing members could also enter by simply giving their membership number to be entered into the draw.

For the RSOC the show is more of an awareness campaign to let people know who they are and what the club offers, and attracting the attention of some very influential people to the stand would have only helped their cause. Throughout the show the RSOC stand was host to Kelvin Fletcher (you may know him as Emmerdale's Andy Sugden, but he's an avid racer too!) who undeniably has a soft spot for the RS500, M-Sport's main-man, Malcolm Wilson, and ex-Touring Car drivers Graham Goode, Mike Newman, and Graham Hathaway!

The stand was a constant hive of activity, and it's nice to see the RS Fords still have as much appeal to petrolheads as ever!



Now you don't get to see a pukka RS1700T every day!



Genuine RS500 Touring Car shows Ford's history (and domination) in motorsport



The Mk6 ST makes a great clubman racer



The R2 is now powered by a 1.0-litre EcoBoost!



M-SPORT



Ken Block's Global Rallycross Fiesta is truly menacing!

M-SPORT

One of the most impressive displays of fast Fords could be found on the M-Sport stand. With three very distinctive, and insanely-impressive Fiestas to choose from Ford fans were given a real treat.

The line-up included the new Fiesta R2, now with a 1.0-litre EcoBoost engine! It is anticipated that the car will be the first vehicle homologated by the FIA to run under the new rules allowing 1.0-litre cars to compete in the R2 class, which came in to effect at the beginning of the year. This can only mean good things for 1.0-litre owners, as products and know-how are bound to filter down to offerings for the road cars too!

M-Sport also had a rather special car on display too – the 100th version of the Fiesta R5! It's hard to believe the Fiesta WRC has been with us for long enough to have 100 versions, but it has and the special edition car was decorated accordingly and took centre stage on the stand.

Also, Ken Block's M-Sport-built Fiesta ST RX wowed onlookers with its in-your-face livery and mouth-watering spec! Fresh from a hard-fought season in Global Rallycross, where he finished second in the Championship despite taking more wins than any other driver, Ken Block's ST RX showcased M-Sport's entry into rallycross. We'll be seeing a few more rallycross updates from M-Sport in 2015 as they also announced they aim to deliver a number of cars to competitors this year, starting with the two-car team for Bryan Herta Autosport.



Are those arches wide enough for you...?!?

AUTOSPORT INTERNATIONAL



"FORD STILL HAS A HUGE PRESENCE IN CURRENT TOP-FLIGHT CHAMPIONSHIPS"

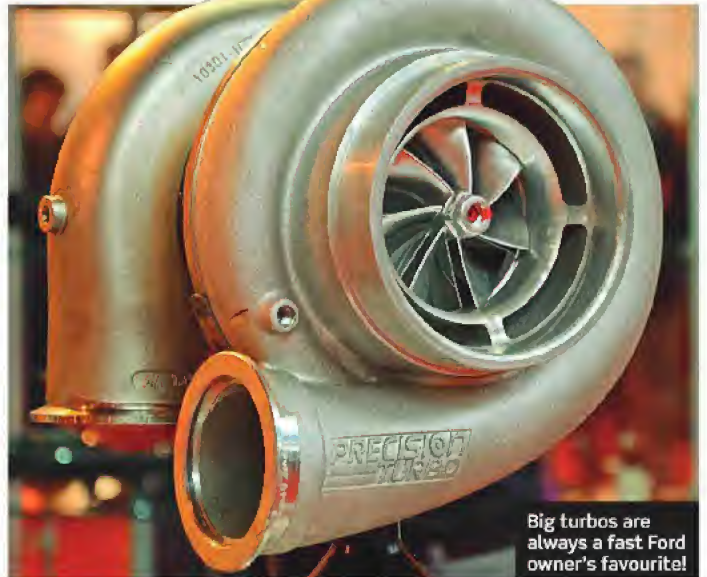


You can't have a motorsport show without a Mk2 Escort!





"THE DIVERSITY OF PRODUCTS ON OFFER IS IMMENSE"



Big turbos are always a fast Ford owner's favourite!



NEW PRODUCTS

Perhaps the biggest attraction for many fast Ford fans at ASI is the vast number of cool, innovative, and exciting new products that are released, announced, or on display at the show. And 2015 was not disappointing! With everything from simple bonnet catches right through to the latest high-tech sequential gearboxes on display, every performance product imaginable was catered for.

There were loads of new offerings from the household brands you would expect to find at such a huge show, plus loads of cool stuff from companies you may not be so familiar with too! These are just a select few of the various products on display at the show, and if this anything to go buy 2015 is going to be a cracking year to modify your Ford!



There were huge displays of wheels to choose from!



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Words: Jamie Arkle Photos: Davy Lewis

FORMER

It might be a replica, but this genuine M-Sport-built Focus WRC press car has one heck of a tale to tell!

It's hard to believe that the Focus WRC was launched onto the world's rally stages a full 16 years ago, accompanied by a massive press and PR campaign designed to ensure the general public (and dyed in the wool rally fans) took the new car to their hearts in the same way they had the Escort Cosworth. The new car certainly had massive shoes to fill, though Ford ensured they gave it the best possible start by having M-Sport build and run it, and stumping up a figure that, at the time, was the largest

salary ever paid to a rally driver – a move that ensured they could call on the driving services of a certain Colin McRae for the car's maiden 1999 season.

M-Sport built many WRC Focuses over the years, most of which saw active service with factory backed drivers before being sold to privateers. Despite appearances the car you see here isn't one of those cars, even though the FMC plate and inch-perfect livery suggests otherwise! It's more than a mere replica though, having been built by M-Sport in 2001 as an official promotional tool, driven by Carlos Sainz and Colin McRae, then going on to serve time as a clubman rally car before being locked away in a barn and forgotten about





“Malcolm confirmed M-Sport built a promo car for the rally guys to use”

for several years. It's now owned by Trevor Hawkins, a passionate rally fan (and MD of Permashine, who supply M-Sport with cleaning products for the WRC cars) who's worked tirelessly to trace X9FMC's history and to bring it back to its former glory.

“I found it in an old chicken shed at the start of last year, and decided to take a punt on buying it even though it wasn't in the best of states,” recalls Trevor.

We're getting ahead of ourselves though, as before it fell on hard times X9FMC enjoyed quite the high life, spending the majority of the 2001 and 2002 seasons as Ford's official Focus promo car, and being piloted to PR events by some of the finest rally drivers to ever grace a special stage. FoMoCo might've been one of the world's largest and most successful car manufacturers with an enviable competition budget at the turn of the century, but even they weren't going to foot the bill for Colin and Carlos to go hooning around the public highway in a genuine works WRC machine! This means that despite falling in sequence with the real rally machines, X9 doesn't have anything as exotic as four wheel drive, a turbocharged

2.0-litre engine, or ultra high end suspension, and instead makes do with a remapped Zetec with a custom exhaust and induction system, plus a modified transmission tunnel that gives the appearance of power being sent to both axles. That said, huge effort was invested in order to make the car look as WRC-like as possible, with a perfect decal package applied to every panel, a roll cage bolted into place, period correct alloys and lowered suspension. It meant that you had to look very carefully indeed to tell it apart from the works cars when it was first pressed into active duty in 2001.

All good things must come to an end though, and with the passing of the Mk1 Focus's front line WRC service, X9FMC found itself surplus to requirements, eventually having its bonnet signed by Sainz before being auctioned off to a lucky bidder in 2003. It might've been retired from promo-work but the car's adventure was actually only just beginning, and in 2006 the new owner opted to try something a bit left field with it;

“It seems to have spent time in Peterborough and Somerset, and then someone decided they'd





DRIVER SPEC

TREVOR HAWKINS

Age: 55

Job: Director of Permashine

First Ford: Mk1 1300 Sport

Favourite Ford: It changes from week to week, but I also own two Focus RSs and a S1 RS Turbo

Plans for the future: The Focus still needs a little work to get it up to the standard we require, but after that we'll be using it as a rolling advert for Permashine





Full roll cage and spare wheel was fitted to fool onlookers

convert it into a clubman rally car, stickers and all. That's how it came to have the FIA-spec remote cut-offs, the newer wrap-around bucket seats, the sump guard and other safety gear that M-Sport wouldn't have fitted," explains Trevor.

Now with the best will in the world, a slightly tweaked Zetec-powered Focus was never going to set the clubman rallying world alight, certainly not without a lot of financial investment. We don't have precise details of how the car and driver performed, but we know that it was outgunned by the more specialised opposition (though we've nothing but admiration for the old owner's ambitious endeavors). It's during this period that the car gathered the hard won battle scars that it still sports, and though some

might have had them removed, we fully support Trevor's subsequent decision to leave them in place;

"They're part of the car's character now, part and parcel of its history. They also lend it a lot of authenticity as a rally car. OK, it might not be as immaculate as it was when M-Sport owned it, but I prefer it to wear its history with pride," Trevor chuckles.

Once again the trail goes a little cold, with the previous owner evidently tiring of competing in the car and tucking it away in an old, disused chicken shed for several years. It's here that Trevor and Permashine enter stage left, first setting eyes on the slightly tired looking Focus early last year. It would be fair to say that X9FMC was looking a little worse for wear, with faded





Power comes from a mildly-tuned 2.0 Zetec

“Its bonnet signed by Sainz before being auctioned off to a lucky bidder”

TECH SPEC

FOCUS WRC

ENGINE

2.0 Zetec with M-Sport map, custom induction system, custom stainless exhaust system

TRANSMISSION

Tran-X straight cut five-speed with uprated clutch, fake four wheel drive transmission tunnel

SUSPENSION

Gaz coilovers, polybushes front and rear

BRAKES

Front: Focus RS Mk1 discs and calipers, aftermarket pads
Rear: Focus ST170 discs and calipers, aftermarket pads

WHEELS & TYRES

7x18in OZ alloys, Yokohama Parada tyres

EXTERIOR

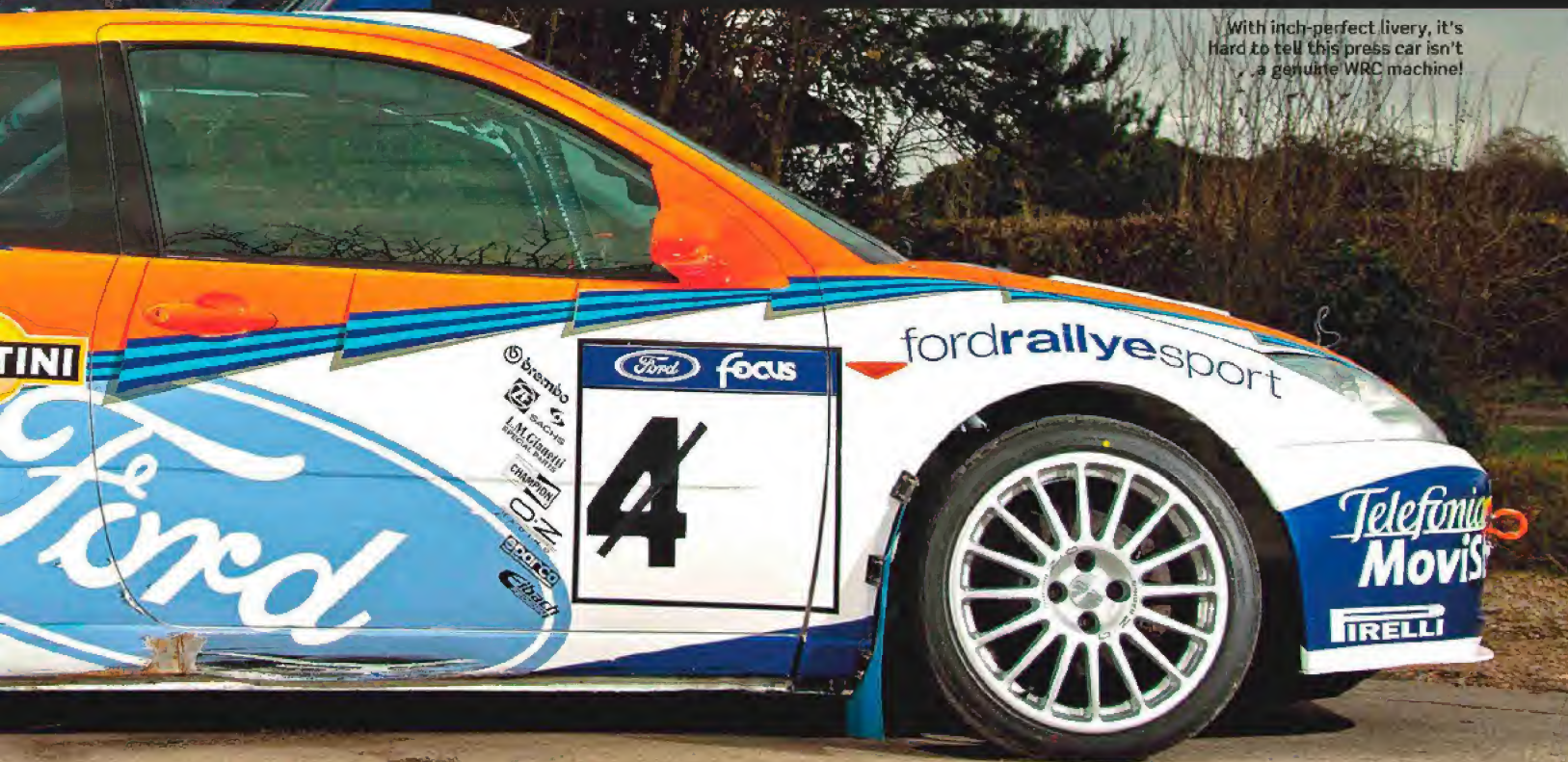
Focus Zetec In 2002 works WRC livery, WRC front bumper and mesh grilles, WRC rear bumper and spoiler, bonnet, roof and wing vents, fuel filler cap and neck modifications, Carlos Sainz, Nicky Grist, Malcolm Wilson and Markko Martin signatures

INTERIOR

M-Sport Recaro bucket seats with multipoint harnesses, FIA-spec roll cage, carbon centre console, dash and navigation panels and floor trays, remote cut offs for fuel and engine, fire suppression system, spare wheel carrier and wheel

THANKS

Everyone at M-Sport for their help in building the history of the car, DS Automotive for rebuilding the engine, and Chris Kitchen



With inch-perfect livery, it's hard to tell this press car isn't a genuine WRC machine!



"Piloted to PR events by some of the finest rally drivers to ever grace a special stage"



Carlos Sainz, Nicky Grist, Malcom Wilson and Markko Martin have all signed the car!





Carlos Sainz signed the bonnet before the car was auctioned!



To keep up appearances parts such as the doorcards are all genuine WRC carbon items!


paint, peeling stickers and more than a few war wounds!

"The weirdest thing were the fluorescent yellow Telefonica decals, which had been bleached almost totally white by the sun. I couldn't even be certain that it was a genuine, M-Sport built car, and the history and information that came with the car wasn't exactly extensive," Trevor recalls.

In fact the only bit of genuine history that had survived with the car was a piece of A4 paper with an M-Sport letterhead, so hardly the most auspicious of starts. It was, in short, a bit of a stab in the dark, and one that only came good once Trevor had handed over a not inconsiderable sum and sent repeated emails to M-Sport themselves. Slowly the history and the true identity of the car came together, with various positive replies from within the top-line motorsport company filtering back to Trevor.

"In the end I managed to make contact with Malcom (Wilson) himself, and he was able to confirm that the company had indeed built a promo car for the rally guys to use. From that point

on I could be confident that I'd managed to buy the genuine article."

It might have been an official promo car, but it still needed a lot of work to be brought back to anything approaching its former glory, and Trevor and his team wasted no time in placing it in the trusted hands of Dave Simms at DS Automotive. Dave went to town on the Focus, rebuilding and servicing the Zetec and the Tran-X straight cut box, servicing the Gaz coilovers and fitting some ST170 discs to the rear axle in place of the original drums. It was then treated to some new Telefonica decals and some minor welding to the sills, before being pressed into service once again in a PR and promo role, this time for Permashine. The newly reborn car made its public debut at Rally Day in September 2014 and was rarely without a crowd of incredulous rally fans, all scratching their collective chins, trying to work out whether or not the Focus in front of them was a genuine WRC machine or not! It was, in short, the perfect way to round off the career of a car that's been through quite a journey. 



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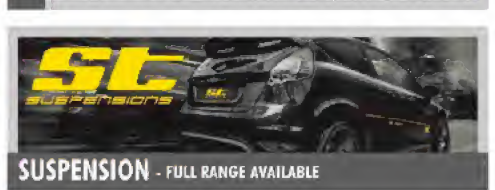


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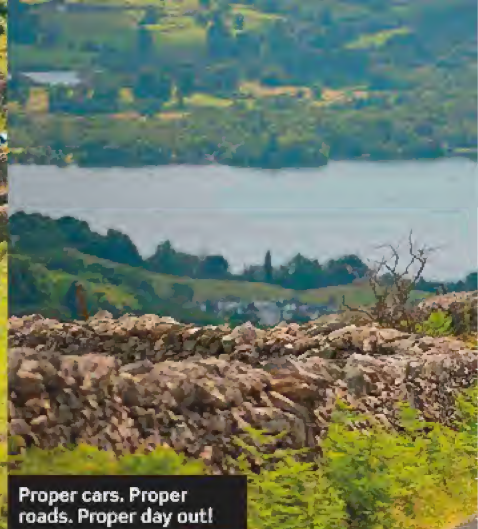
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The Cumbria Ford Meet group really do get behind the club's events!

CUMBRIA FORD MEET 'LAKES DRIVE'

Rather than meet up in a pub car park, the guys and gals from Cumbria Ford Meet get behind the wheel and head out in the Lake District for an epic drive, and we tagged along too...!

When us petrolheads arrange 'meets', they usually involve pottering down to the local pub (slowly, so as not to get the freshly polished paintwork dirty before showing it off), standing around chatting with your mates while drinking an orange juice (not even a beer, as you've got to drive home!) and then heading off in to the night ready to do the same thing again next month. That's ok, and we can have a bloody good time at these meets, but they do somewhat miss the essence of what owning a fast Ford is all about – driving it!

So when Hannah from Cumbria Ford Meet got in touch about the club's next tour around the Lake District it sounded like a great day out. The plan involved meeting up just off the M74 near Penrith, and heading deep into the countryside, twisting and turning around the epic roads and then stopping off at various points along the way to admire some cracking scenery, and even better looking Fords! The numbers that attended the previous year sounded more than good enough with around 80 cars

attending, but as momentum grew for the latest drive it looked like this previous best would be doubled!

On the day convoys headed in from all over the country including Yorkshire, the North East of England, Lancashire and the South West of Scotland. This added up to a massive selection of new and old Fords ramming the starting point car park to capacity! The selection was incredibly diverse too!

All in there were at least 200 cars at kick off, with most of them carrying at least one passenger, so it was a very busy meet! As fun as it was on the road, it did get amusingly chaotic at times. Each stop's headcount saw us lose a few more cars, until in the end it was just those with the strongest combination of enthusiasm, sense of direction, and bhp that were able to keep up!

It's safe to say, however, that everyone involved enjoyed the day – who wouldn't?! Sun scorching, and every type of Ford bombing along A and B roads together in perfect harmony. It's what owning a fast Ford is all about... ➔



The drive took in some the Lake District's finest roads

James' subtle ST won the 'car of the day' award!



JAMES HAYES FOCUS ST

It may not be an outrageous showstopper, but this subtly perfect facelift Focus ST won the car of the day award. Packed with plenty of quality upgrades such as a GGR CAIS, Mongoose exhaust and uprated intercooler. Touches such as the anthracite RS alloys, RS vents, tinted lights and wind deflectors all add up to make for a spot on package. James may have dabbled with many Fords over the years including the likes of a Mk3 Escort, an XR2, a Black S1 and a 1.6i Orion Ghia, but his heart is now stuck with the big boosted five-cylinder Focuses. The ST might be kept and treated to a further Collins upgrade and hybrid turbo, or traded for an RS. We get the impression he'd be just as happy with either given how smitten he is with these cars!



Words and Photos:
Ade Brannan

"THIS ADDED UP TO A MASSIVE SELECTION OF NEW AND OLD FORDS"



CUMBRIA FORD MEET 'LAKES DRIVE'



Fords of all shapes and sizes were welcome to join in



His first Ford is a Cossie! Lucky bugger!

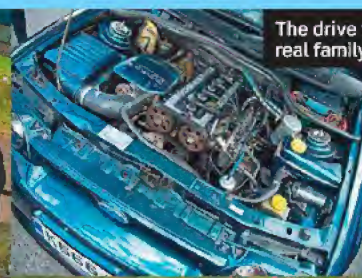
JOHNNY EDGAR SAPPHIRE COSVORTH

This may be Johnny's first ever Ford, but he's got straight to the point and popped his Blue Oval cherry in style! He was always dabbling with various hot hatches, but deep down always wanted a Cossie, from right back in his childhood days! A 2wd model was the initial plan, but these are becoming increasingly tricky to source, so the 4x4 option was chosen in the form of this tidy white example instead. It might not have been plain sailing, as a properly used Cossie will always throw up weak spots and areas that need attention, but it doesn't seem to have been too bad here! Some recent alloy tank upgrades and a full setup at Reyland to get the best out of the T34 turbo and Siemens injector combo saw the Saph pushing out an estimated 360bhp. The urge for more power is hard to resist though, and already a 400bhp-plus spec is being talked about. Thankfully Johnny has had the foresight to have a hydraulic clutch conversion fitted, featuring an uprated AP Racing paddle clutch, in anticipation of the increase in power to come!

Well fettled YB pushes out a useable 360bhp



Old and new...



The drive was a real family day out!





Eric Lloyd's ex-feature Focus RS was looking as good as ever!



ERIC LLOYD FOCUS RS

The KMS Focus is not an unfamiliar car to these pages, but on this sighting it had been updated once again. Now sporting a side exit exhaust (a first on a Focus RS!) and the usual favourite FRS mod of water meth injection, the spec had improved yet again! A twin Bosch 044 fuel pump setup had also recently been added, which should happily fuel any future performance mods Eric will undoubtedly make! KMS were sponsoring the event, and did little to disappoint. They'd actually driven up straight from a trackday at Castle Combe the day before, and also brought along a fresh Focus ST build too, which had just been transformed into the typically eye-popping style the company is famous for within a hectic three day build!

"THE PLAN INVOLVED MEETING UP JUST OFF THE M74, AND HEADING INTO THE COUNTRYSIDE"



The driving force behind the day, the two Hannahs!





CUMBRIA FORD MEET 'LAKES DRIVE'

The KMS crew sponsored the event



"ONLY THOSE WITH A SENSE OF DIRECTION AND BHP WERE ABLE TO KEEP UP!"



Mark Herring's recently facelifted XR3i cabriolet was right at home on a day like this!



Dale Warren's Golf-arched Mk1 Fiesta won the 'best retro' prize





MICHAEL SPLINTER FIESTA ST

You wouldn't know it from even the closest of close-ups, but Michael's Fiesta project started with a big accident! Subsequently the car spent a long time in the bodyshop where he works, where Michael repaired it all by himself. At the same time he transformed the ST into quite a unique little creation, with some nice RS touches. First was the mod that never goes out of fashion, Escort Cosworth rims! And a more recent RS mod is the bonnet vents and bumper treatment. Inside there's a substantial ICE install and a full blue suede interior retrim! Next up, the mods include a 4 branch manifold, cams, and possibly a remap at either Revo or MSD.



Hannah McClennan's RS1600i looked great bombing through the lakes



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Monday 27th April 2015 - Brands Hatch - Full Day

Monday 1st June 2015 - Cadwell Park - Full Day and Evening

Friday 24th July 2015 - Oulton Park - Full Day

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Fiesta Mk3-5 £569.95

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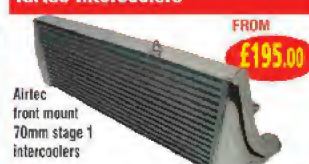


FROM
£335.00

Mongoose stainless steel exhaust system:

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Focus ST225 2.5 cat back system
Twin exit exhaust (tailpipe each side) .. £450.00
Focus RS 2.5 cat back system
Twin exit exhaust (tailpipe each side) .. £475.00
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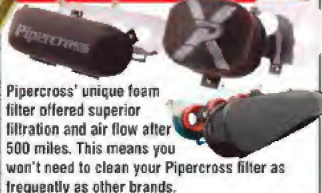
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Focus ST225 2.5 325x32mm £1395.00
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Drive plate suitable for road use
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Focus Mk2 RS £155.95
Fiesta ST150 £142.50
Cosworth 2wd £92.50
Cosworth 4wd £119.50

6 Grooved Brake Discs

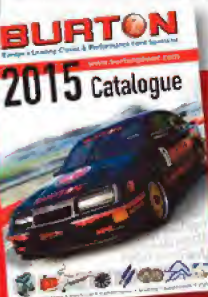
National 6 groove brake discs
Focus Mk2 ST £149.95
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DAN SIERRA COSWORTH



JAMIE MONDEO ST220



SIMON FIESTA MK6



Say hello to the latest addition to the Fast Fleet!

DAN/SIERRA COSSIE

NEW ADDITION!

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers ■ RS500-style splitter ■ Comp MOs ■ Grooved discs ■ Massive exhaust!

Regular contributor Dan Williamson joins the Fast Fleet with his new toy...!



Put your money where your mouth is, people are always saying. Practise what you preach. P-p-pick up a penguin. Well, maybe not that one. But when your

career involves writing books and *Fast Ford* features to persuade readers to dip into their pockets and buy a Blue Oval-badged motor, it's embarrassing to admit it's eight years since I last purchased a second-hand Ford (an ST220 estate daily-driver). And it's twice as long since I spent my own cash on a Cosworth (a Crystal Blue Sapphire, now tatty and tucked away).

So it was that I called my pal Paul Linfoot at North Yorkshire RS Spares, asking him to look out for a three-door or Escort Cossie with my name on it. Something tidy, tuneable and ripe for using hard.

Needless to say, Paul knew of the

ideal example: a Diamond White Sierra with a pile of paperwork, moderate (stage three) engine mods, loads of potential and exactly the right price.

Barter hard, everyone says. Conduct a careful inspection and insist on a thorough test drive. Well never mind

all that. Experts advise us not to buy the first car we see, but this tasty three-door was mine before I'd even taken my trailer through ice, snow and salt-encrusted country lanes to collect it.

Yeah, I know I should've been brave and driven it home but even now, three days later, I've barely had time to lift the bonnet. Have I bagged a bargain, or could there be a decrepit Pinto lurking underneath? Find out next month...

"IS THERE A DEPRECAT OLD PINTO IN THERE?"
DAN





ADE SAPPHIRE COSWORTH



MOTORBASE FOCUS BTCC



ALAN FIESTA ST

THIS MONTH

DAN'S SIERRA COS.... P62
SIMON'S FIESTA..... P63
MOTORBASE'S BTCC
FOCUSES P64
JAMIE'S ST220 P66
ADE'S SAPH COS P67

New ST bumpers give the Fiesta a sportier look



SIMON/FIESTA ST

GOT THE LOOK

SPEC 2.0-litre Fiesta ST engine ■ Full roll cage ■ Corbeau Forza bucket seats ■ Reiger coilovers ■ Kevlar body protection ■ ST bumpers

Simon improves the Fiesta's looks with a full ST kit...



Last month I introduced you to the Fiesta ST, and a potted history of the car. This month I thought I would start in an unusual place

for an out and out competition car – the looks! This might be a little confusing, but at the moment, the car goes like an ST but sadly looks like a shopping car. I thought that I needed to address this, and give the car the visual clout to match the performance. I headed to eBay and

over a few weeks managed to source all the parts required to give it the look of an ST. As I'm sure you know, the ZS and the ST have unique bumpers, so on the shopping list were front and rear bumper covers, front upper and lower grilles, the front fog light surrounds, rear diffuser and rear reflectors and of course the ST rear spoiler. As I am on a budget I was on the look out for bargains, which is how I came to own a crash damaged rear bumper, a front bumper that had previously got a little toasty and melty, and various

"IT'S GOT TO LOOK THE PART TOO HASN'T IT?"
SIMON



Disc-braked rear beam replaces the stock 1.4-litre set-up

plastics that were scratched, cracked or badly painted. The "lucky" chap in the bodyshop got to sort the various parts, leaving me to just fit them to complete the look. To be honest, the front and rear bumpers aren't the best up close. They really were a bit too far gone for a road car, but this car is destined for some forest tracks, and as my colleagues at work are ever keen to remind me on an almost daily basis, probably won't last too long on a stage with me driving. Obviously they are an optimistic bunch!

The next little upgrade is more performance orientated. I managed to negotiate a deal on a complete disc-braked rear beam, and front discs and calipers from an ST. You see whilst the car's engine and box were upgraded to ST 2.0 Duratec spec, the brakes were the standard 1.4 discs and drums. They say there is a thin line between being brave and being stupid,

I hope I've proved which side of the line I am with this upgrade! I was really surprised about the difference in brake surface area between the 2 set-ups. Fitting was a simple task of swapping old for new. To complete the conversion I also needed the ST hand brake cables and flexi hoses, but I decided that I may as well fit braided hoses and fill the system with dot 5.1. I chose Racetec lines as they were bang on the money (i.e. cheap) and yet made by Hel Performance in sunny Devon. I have some competition pads on the way for both axles, but have retained the standard pads for now. Fingers crossed the increased stopping power will keep me away from those nasty bumper-removing trees and chicanes!

THANKS
eBay & Racetec



Motorbase boss, David Bartrum, is no stranger to a fast Ford!



David's piloted many a Cossie in his days a racer



The team returned to Fords in 2011



Mat Jackson has been with Motorbase for the last few seasons



JOIN THE CREW!

Fast Ford-sponsored BTCC Focus race cars join the Fast Fleet!

Photos: PSP Motorsport Images



Hi there! We're Motorbase Performance, and we are the team behind the Airwaves Racing BTCC Focuses that featured in *Fast Ford* for the last couple of years. We are honored to be included in the Fast Fleet, and you'll be hearing much more from us over the coming months as the BTCC season kicks into full swing.

This year the Airwaves Racing banner has been dropped (a new sponsor is on board but it's all hush-hush at the moment, but don't worry we'll explain more very soon) but we are preparing ourselves ready for the 2015 BTCC season where we will be fielding three all-new Focus STs!

But before we get on to that and all the new developments for 2015, allow us to tell you a little bit about the team. Headed by ex-racer David Bartrum, Motorbase Performance was started back in 2004 when we entered cars in the Porsche Carrera Cup GB, but David's

involvement with motorsport, and in particular fast Fords, goes back much further than that! He used to race in many different series that include Production Saloons and Ford Saloons, and David himself has piloted a selection of Escort, Sierra, and Sapphire Cosworths in competition!

The team has fielded cars in the Porsche Carrera Cup, British GT and BTCC for years, but when we started running the Ford Focus back in 2011, David was able to rekindle his love for a fast Ford! We have since been developing the Focus in to a front-running, race-winning car in the BTCC.

And last year the team finished as runners up in the Independent standings, with driver Mat Jackson taking 4th spot overall!

This year is shaping up to be even more impressive, and while we can't give away too much information at this stage we can confirm that the cars will be running a new Moutune-built EcoBoost engine for 2015! More on that, plus new sponsors and driver line-ups will be announced soon, but for now the team is busy preparing for Media Day at Donington Park and the new season ahead...

The team actually runs three cars on the BTCC grid

"LOOKING FORWARD TO 2015" MOTORBASE



Race-winners last year, the team hope to be on the top step of the podium again in 2015

The 2015 Focus will be powered by a fire-breathing Moutune-built EcoBoost engine!

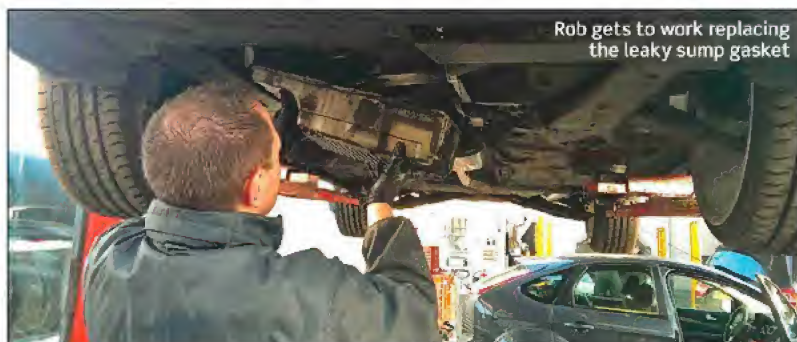


The new NGTC Focus has already produced some impressive results





Old oil showed the engine to be in good health



Rob gets to work replacing the leaky sump gasket



JAMIE / MONDIE ST220

BLOW A GASKET!

SPEC 3.0-litre V6 ■ K&N 57i kit ■ Formula Power 10mm HT leads ■ Wolf pack extras ■ Cades Bern 8.5x20 alloys ■ Continental ContiSportContact3 tyres ■ Infinity custom exhaust ■ Focus ST calipers ■ EBC discs and pads all round ■ Kenwood DDX5025DAB radio

Jamie finally sorts out the annoying oil leak...or does he?



You may remember a couple of months back I took the car to Tarnock Garage for a new aux belt and to have a good hunt around for an oil leak that's been annoying me ever since I first bought the ST220. Well, we found it. The culprit was a leaky sump gasket, so another date was booked in at the Ford dealers where their mechanical-wizard, Rob Walker,

could replace the gasket and cure the leak. To be honest, the car was due an oil and filter change so it made sense to do it all in one go.

Removing the sump is a fairly straightforward task, but not one I fancied doing laying on back on my drive with the car on axle stands! Especially, as removing the sump means removing the front part of the exhaust system first. No, having a two-poster ramp and proper oil catcher (and disposal facilities) certainly made the job a lot nicer!

With the sump removed we were able to take a good look at the

condition of the engine's oil. You can tell a lot from the look, smell, and feel of used oil, and thankfully everything here seemed to be in perfect order. So the sump was thrown in the parts washer and given a good clean up before the new genuine Ford gasket was fitted and the whole lot put back together again. The old filter was swapped for a new one and the engine topped up with 5.7-litres (yes, enough to mean you have to buy one 5-litre bottle and one 1-litre bottle!) of fresh oil. The engine was fired up and left to reach full

"IS IT STILL LEAKING?!"
JAMIE

operating temperature before one final inspection to ensure the gasket had sealed and wasn't leaking any more.

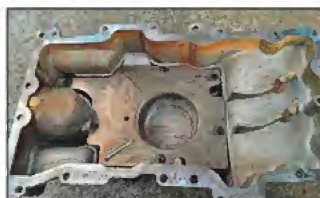
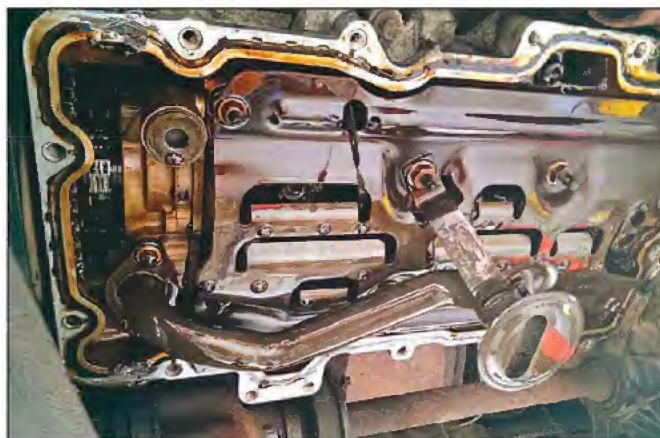
Well, the sump gasket wasn't, but Rob did discover that the timing chain case cover gasket was weeping! And both cam covers were also showing signs of moisture! Bugger! To replace the timing chain cover gasket the book states it will take around 6 hours to complete!

First impressions show that the sump gasket has cured the annoying drip on to the hot exhaust, and if this proves to be the case I may just live with the timing chain gasket until it becomes a bigger problem. And we'll find out soon if it will, as I've just ordered a Superchips Bluefin handset to unleash some more of the V6's power! More on that next month...

THANKS

Tarnock Garage

www.tarnockgarage.co.uk
01934 750320



Oil and filter was due a change anyway



This roadside sauna created by a split turbo coolant pipe was the last straw! But no more of that now...

ADE/SAPH COSSIE

SHOPPING LIST

SPEC MSD live map ■ Closed loop L8 & grey injectors ■ T38 Turbo
■ Gizmo electronic boost controller ■ Gaz Gold Collovers
■ Welded diff ■ Alrtec Coolers

Ade takes delivery of some new performance goodies for the Cossie...



I'm told that the bottom end has just returned to MJ Racing from the machine shop, but there's no time to go get some snaps, let alone start assembling it. Instead let's catch up on a few key parts which the Cossie will soon enjoy.

First is the perfectly CNC-milled 14mm inlet plenum spacer from the experts at CDF Racing. It only costs £39.99, increases the airflow potential considerably, and, being the 14mm version, it also means that there is zero hassle with fitting the fuel rail either! A real no brainer!

The next addition is a pair of flexible braided turbo coolant hoses, which was spurred on by an original cracking twice in the past year! The rest of the year saw it bypassed instead of repaired, as turbo water-cooling is mainly used to aid the cool down cycle on a conventional non-roller bearing Garrett. So where as

I was having to let the car idle for a while to allow the turbo to cool, re-instating the water-cooling will mean I can shut the engine off sooner. And that can only be a good thing when it's a car this loud, and I'm trying to keep on my neighbour's good side!

I've also grabbed some hi-tech self-adhesive heat resistant Zircoflex which I'll be liberally applying to the underside or the bonnet... and I'll probably carry on and cover the inner wing area too! So I probably should get some more of that on the shopping list then...

THANKS

CDF Racing
www.cdf Racing.co.uk
01634 684168

MJ Racing
www.facebook.com/MJracing.bhp
01698 259737

Zircotec
www.zircotec.com
01235 546050

New 14mm inlet spacer will improve airflow



Braided water hoses won't split like the stock items



Ade's going all 'Blue Peter' with sticky-back heatshield!



"I CAN'T WAIT FOR THE REBUILD TO BEGIN" ADE

Words: Jamie Photos: Chris Wallbank

FIRM FAVOURITE



As a life-long fan of the Mk3 Escort, Charlie Persico has built himself the ultimate example – one with rear-wheel drive and a 300bhp Cossie YB under the bonnet!

What's your favourite Ford? And you can't say 'all of them', we all love the mighty Blue Oval but deep down we all have one model that we prefer above all others. For me it's the Sierra Sapphire. For you it could be the three-door Sierra, the Mk3 Fiesta, or the Mk1 Focus... or

whatever ticks your boxes. Heck, it could even be the Probe if you're that way inclined! But for Maltese Ford fan Charlie Persico it's the Mk3 Escort – always has been, and always will be.

As a self-confessed Blue Oval man (coming from Malta, what else would you expect!) he says he loves all Fords, but his heart really and truthfully belongs the

Mk3 Escort. "My first ever Mk3 Escort was bought for me as a present from my grandparents," recalls Charlie. "I enjoyed that car for many years, and lots of work went into that car until that fateful day when I had an accident and sadly the car was written off and had to be scrapped."

Not without his favourite Ford for long, Charlie went on the hunt

for another Mk3. He soon found one, a diesel-engine model that he then used as a daily driver for a while. "It was good to drive to work and back every day, but the enormous lack of power was no good for me for weekends," laughs Charlie. That's when he started thinking about more powerful variants of the Mk3 Escort. Naturally the RS



➤ Turbo was a suggestion, as was fitting a bigger engine or converting to a more modern Zetec Turbo. But the more Charlie thought about it, the more he swayed toward an altogether different route. "I kept thinking about how good it would be to have a really aggressive, rear-wheel drive Mk3 Escort," he smirks.

Of course, the biggest problem there is that no Mk3 Escort, regardless of trim level, is ready to accept a rear-drive engine. But then it clicked... "At the local HalFar drag strip you see loads of Sierra Cossies, and that got me thinking about doing a first for Malta – a Cossie-

powered Mk3 Escort," explains Charlie.

After some initial discussions with his mates as to whether such a project was even possible and if so what would be needed, Charlie soon had a firm plan in place. "We decided to go for it," he remembers, "and we soon found a nice Mk3 to use as the perfect base for the project, and before we knew it we had a donor Sierra Sapphire Cosworth on its way from the UK too!"

Work began by cutting out the floorpan from the Escort – something that will make UK Mk3 owners cry, as the metal removed was solid and rot-free! But it needed to go in order to make

way for the donor floor, inner wings and turret tops from the Cosworth.

As you'd imagine, this wasn't a straight swap. "We did a lot of measuring and made a lot of calculations before we started cutting anything," recalls Charlie. "We actually fitted the Sierra floor in three pieces, to take into account the much shorter wheelbase of the Escort. As my grandfather used to say 'measure three times and weld once', and thankfully we managed to get it right first time."

With the foundations from the Saph all welded in place, the 'Cossie-faction' process could begin. Of course, the



"...thinking about doing a first for Malta – a Cossie-powered Mk3 Escort"



Modified dash houses Sierra clocks and speedo



DRIVER SPEC

CHARLIE PERSICO

Age: 39
 Job: Crane Operator
 Favourite Ford: Mk3 Escort
 Best mod: Cossie engine!
 What's next: Use it!





“...how good it would be to have a really aggressive, rear-wheel drive Mk3 Escort!”

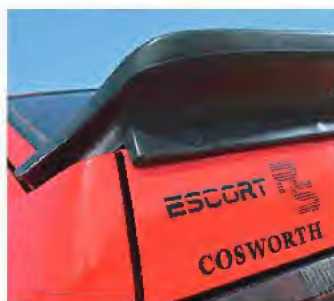
Heart of this transformation is the legendary YB lifted directly from the Cosworth donor car. Not content with the standard power, Charlie has also made sure his YB is even more potent with a hybrid T3 turbo and all the supporting upgrades to provide in excess of 300bhp!

Bolted to the back of the YB is the Sierra's T5 gearbox, sending all of its power directly to the rear wheels, via the Cossie's 7.5inch rear diff!

It wasn't just the engine and transmission lifted from the Cossie though, as grafting the Sierra's underbelly to the Escort meant the hubs, brakes, roll bars, and suspension from the Cossie

could all be bolted straight on!

The Saph also gave up many of its interior components too, which go on to live another day inside Charlie's Escort. The Recaro seats bolt directly to their original mounting points in the floor, and fit neatly either side of the newly-installed gearbox tunnel. Charlie also took the opportunity to make the Sierra's dash fit the Escort too. "It took a lot of work, and I ended up cutting the dash into four pieces to make it fit into the Escort," laughs Charlie, "but now it's all retrimmed in suede I think the end result is pretty good. Plus it means I can use the Cossie clocks and speedo." The end result is more than



TECH SPEC

COSSIE MK£

ENGINE

Cosworth YB conversion, 205 block, standard crack, rods and pistons, ported head, Group A headgasket, standard cams, hybrid T3 turbo with cut-back blades and 360 degree thrust bearing, 2wd exhaust manifold, stainless header tank and oil breather system, Group A style air filter, custom stainless exhaust system, Sapphire Cosworth L6 ECU and wiring with 'Stage 3' chip, 3Bar MAP sensor, green injectors

POWER

300-330bhp (owner's estimate)

TRANSMISSION

Sierra Cosworth Borg Warner T5 rear-wheel drive gearbox, heavy duty clutch, Sierra Cosworth 7.5in rear diff, custom propshaft

SUSPENSION

Cosworth coilovers all round, Cosworth front TCAs, Cosworth front and rear roll bars

BRAKES

Front: Sierra Cosworth front hubs, calipers, discs, with uprated pads
Rears: Sierra Cosworth rear hubs, calipers, discs, with uprated pads

WHEELS & TYRES

Escort Cosworth 8x16 alloys with Pirelli P7000 225/45x16 tyres

EXTERIOR

Full S1 RS Turbo bodykit including additional headlamps, full respray in red, flush fitting fuel filler, custom decals

INTERIOR

Sapphire Cosworth Recaro seats, modified Sapphire Cosworth dash, retrimmed doorcards, front seats, dash, carpets, and rear seats to match

THANKS

Charles and Larner for all their help with everything



YB engines do sit nicely under the bonnet of a Mk3 Escort!

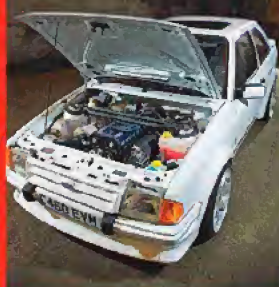
Wenny's insane 4x4
Mk3 drag weapon...



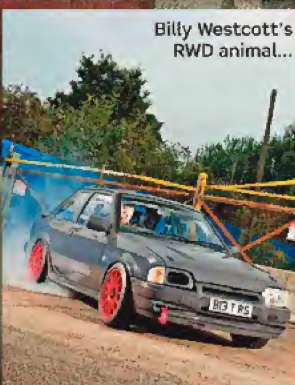
Chris Locke's
stealthy Sa...



Steve McCutcheon's
superb S1...



Billy Westcott's
RWD animal...



Mark Hudd's
stunning Mk3 4x4...

COSWORTH-CONVERTED ESCORTS

We've seen a remarkable increase in the number of Cosworth-powered Mk3 and Mk4 Escorts hit the streets over the last couple of years. Owners who love the styling and looks of the 80s Escorts, but crave the power and drivability of a Cosworth-powered machine

have combined the two to create some of the best fast Fords around. We've seen all permutations too; 4x4 and rear-wheel drive, Mk3 and Mk4 guise. Here's a quick reminder of some of the Cossie'd Escorts we've featured in recent times...





pretty good, unless you knew otherwise you would swear it was a factory install!

After months of hard work, late nights, and scuffed knuckles the finishing line was now in sight. And in order to show off all his hard work Charlie sent the Escort off for a shiny new coat of paint, but before the red topcoat could be applied he first fitted a full S1 RS Turbo bodykit. The custom 'Cosworth' decals and Escort Cosworth rims are the final touches that mark the completion of the project.

What does Charlie make of it now it's finished? "It's awesome! The best thing is when you're

cruising along the street and someone – usually in a Jap car – thinks they can leave you behind because it's just an RS Turbo! Well, let's just say they all try it once, but never again after the first time!

"For me, that's one of the best things about it – it's like a wolf in sheep's clothing!"

So, while Charlie's favourite Ford is undoubtedly still the Mk3 Escort, his absolute favorite is now a Mk3 with over 300bhp of Cossie power going directly to the rear wheels! Couple that with the stunning looks of the S1 RS Turbo and you've got a Mk3 Escort that's everyone's favourite! 🐺

"For me, that's one of the best things about it – it's like a wolf in sheep's clothing!"



Photos: Chris Newsome



DREAMSCIENCE DYNO DAY

When Dreamscience opened their doors for a dyno shootout, over 40 cars from all over the country arrived to show what their fast Fords are capable of...

Dreamscience is well known for OBD-tuning but recently the company have developed all manner of tuning products for the latest fast Fords. So, when they clubbed together with Kris Dillion from the Mk3 Focus ST Owner's Club to organise a dyno day for customers and fellow enthusiasts there was soon a lengthy queue beginning to form. Dreamscience's Carl Balmforth says: "It wasn't one of our biggest days, as there were only 42 cars, but the quality of the cars that turned up was excellent." Naturally the vast majority of those attending were Mk2 Focuses, in both ST and RS guise. With cars arriving from around

8:30am, the air was filled with a five-pot rumble throughout the day. The atmosphere was relaxed, and the customary inter-tuner banter was as rife as ever! The burger van kept everyone supplied with bacon sammies and cups of tea, loads of like-minded

enthusiasts chatted about all things Ford, and even a few customers opted to have remaps and performance upgrades fitted on the day. All in all the day was a success, nobody's car blew up, and most importantly, everyone had fun!



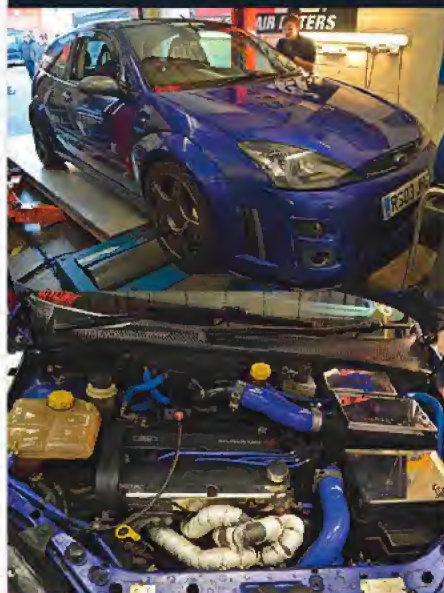
WANT TO GIVE IT A GO?

Here's how you can get featured in a Fast Ford dyno shootout. If you're a club organiser, round up at least 12 of your best cars, find a few free Saturdays or Sundays and have a word with your local dyno bloke. Then give us a shout at the office. If you're not in a club and you've got 12 mates with decent cars with modified engines (not standard!), organise them into action and get in touch with the details. If you haven't got 12 mates, it's not us you should be talking to! Once you've sorted out exactly who's coming, send the details over to us at fastford.ed@kelsey.co.uk and we'll see what we can do.

THANKS

Dreamscience
5 Unit Factory Estate
Argyle Street
Hull, East Yorkshire
HU3 1HD
01482 224433
www.dreamscience-automotive.co.uk/

JOHN SHAW FOCUS RS MK1



ENGINE MODS

Hybrid turbo, Forge actuator, Forge recirc, 265 fuel pump, SCC tubular manifold, Milltek turbo-back exhaust

OUTPUT

300bhp
CLAIMED

309bhp
ACTUAL



COMMENTS

OPERATOR

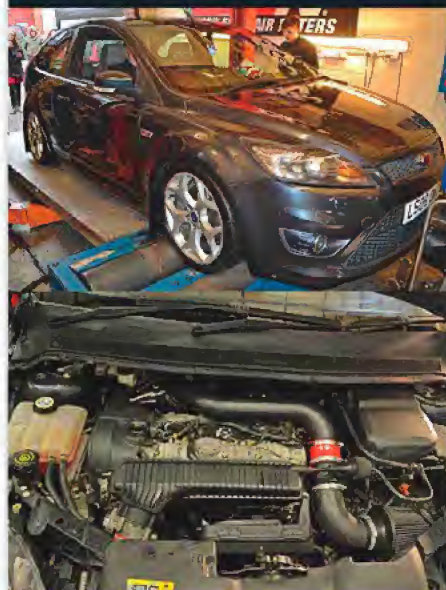
"Turbo very lazy, needs a new map."

OWNER

"Happy with the car, next upgrade map and bigger injectors."



ROB MORGAN **FOCUS ST225**



ENGINE MODS

Dreamscience Mod-X map, full exhaust and FMIC

OUTPUT

295bhp
CLAIMED

291bhp
ACTUAL



COMMENTS

OPERATOR

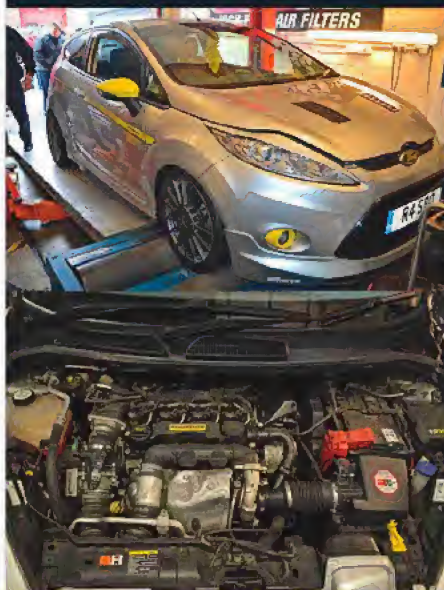
"Ran OK considering faulty MAP sensor."

OWNER

"Faulty map sensor playing up again. Disappointed."



RYAN WARD **MK7 FIESTA ZS DIESEL**



ENGINE MODS

Mountune MRD 270 map

OUTPUT

100bhp
CLAIMED

137bhp
ACTUAL



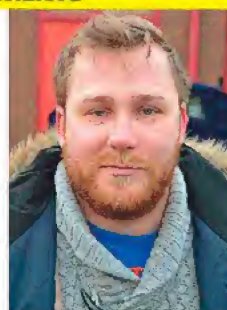
COMMENTS

OPERATOR

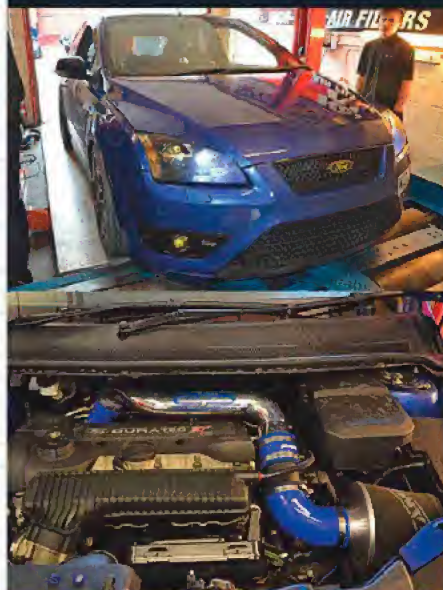
"Ran really well considering what it is meant to be putting out."

OWNER

"Speechless."



DAMON SHORT **FOCUS ST225**



ENGINE MODS

Dreamscience Mod-X map, Group A, intercooler, larger downpipe

OUTPUT

270bhp
CLAIMED

288bhp
ACTUAL



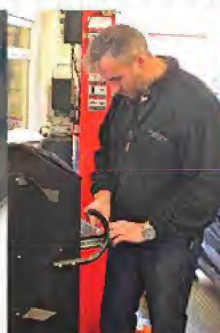
COMMENTS

OPERATOR

"Ran well. Fuelling is perfect!"

OWNER

"Very pleased."



CHRIS STORER FOCUS ST225



ENGINE MODS

K&N induction kit, full DS exhaust, Airtec FMIC, block mod, RS Clutch, sports cat

OUTPUT

280bhp
CLAIMED

303bhp
ACTUAL



COMMENTS

OPERATOR

"Ran as well as can be expected."

OWNER

"MiSTER tumble ran well."



BEN WILSON FOCUS ST225



ENGINE MODS

DSi remap, DS downpipe, DS cat-back, Forge recirc and actuator

OUTPUT

270bhp
CLAIMED

309bhp
ACTUAL



COMMENTS

OPERATOR

"Fantastic power for the mods, however the clutch is slipping mid-range."

OWNER

"Wow!"



MARK COOKE FOCUS ST225



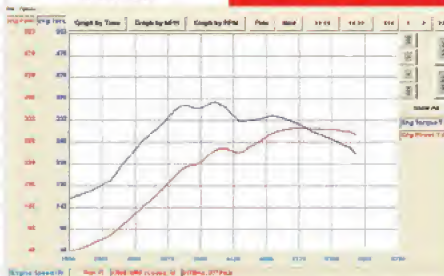
ENGINE MODS

DS turbo-back exhaust, DS intake kit, RS clutch, RS injectors, Forge actuator, Pro Alloy 'cooler and DS "special" Map

OUTPUT

310bhp
CLAIMED

319bhp
ACTUAL



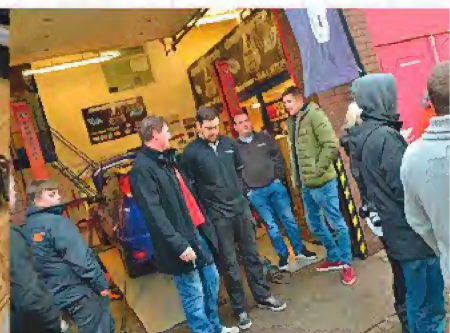
COMMENTS

OPERATOR

"Ran really well, but due to the aggressive map it's wheel spinning on the rollers."

OWNER

"Well chuffed."



KRIS DILLON **FOCUS ST250 MK3**



ENGINE MODS

DS Ultima remap, Steeda CAIS, Mountune Recirc

OUTPUT

275bhp
CLAIMED

298bhp
ACTUAL



COMMENTS

OPERATOR
 "Wow, very strong. Probably the strongest MK3 we've seen with these mods."

OWNER
 "Ran very well!"



RICHARD HOGG **FOCUS ST225**



ENGINE MODS

Revo Stage 1 map, Code Red induction kit

OUTPUT

290bhp
CLAIMED

289bhp
ACTUAL



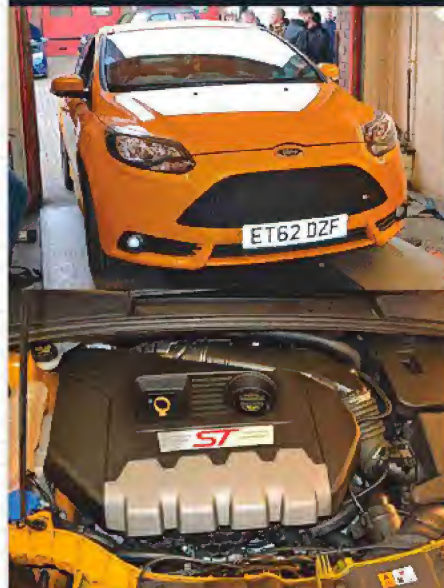
COMMENTS

OPERATOR
 "Slight boost issue detected."

OWNER
 "Good for stage one!"



ALAN BRIDGES **FOCUS ST250 MK3**



ENGINE MODS

DS Ultima remap, K&N air filter, Turbosmart BOV

OUTPUT

275bhp
CLAIMED

275bhp
ACTUAL



COMMENTS

OPERATOR
 "Ran well, as expected with the mods it has."

OWNER
 "As expected!"



CRAIG STARBUCK FOCUS ST225



ENGINE MODS

DS downpipe, DS CAIS, Mod-XRS map, Forge actuator, Cobra cat-back exhaust

OUTPUT

300bhp
CLAIMED

309bhp
ACTUAL



COMMENTS

OPERATOR

"Dropping boost too early, could do with the actuator setting up again."

OWNER

"A little bit short of what I expected."



CLARE JONES FOCUS ST225



ENGINE MODS

Group A Intake

OUTPUT

250bhp
CLAIMED

223bhp
ACTUAL



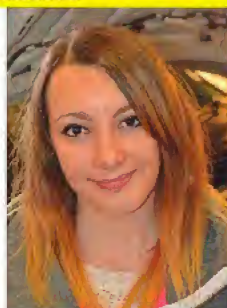
COMMENTS

OPERATOR

"Exactly right for standard."

OWNER

"Ran well."



MICHAEL JONES FOCUS ST225



ENGINE MODS

Dreamscape Stage 3, Dreamscape Mod-XRS map

OUTPUT

300bhp
CLAIMED

292bhp
ACTUAL



COMMENTS

OPERATOR

"Boost problem, not hitting full boost."

OWNER

"Needs a downpipe."



ANTHONY KRAEMER FOCUS ST225



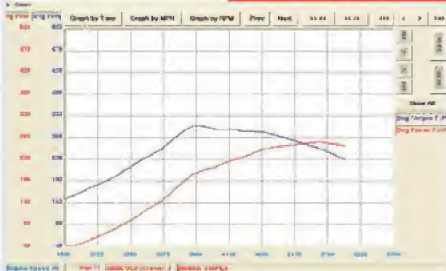
ENGINE MODS

DS induction kit, R-sport intercooler, sports-cat, Mod-X map

OUTPUT

290bhp
CLAIMED

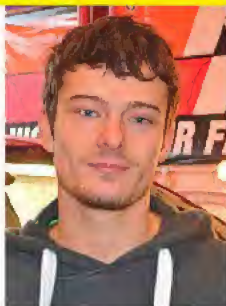
280bhp
ACTUAL



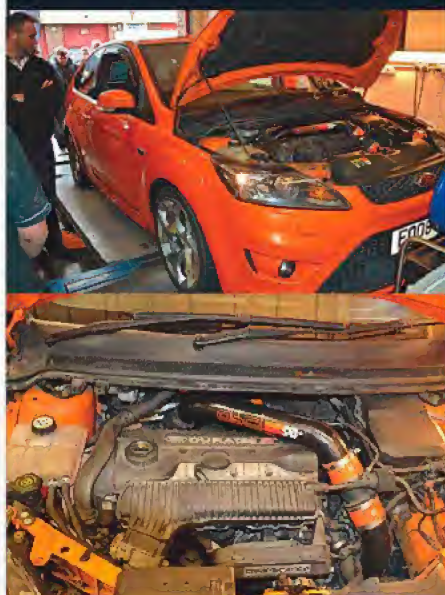
COMMENTS

OPERATOR
"Needs a downpipe and exhaust big time!"

OWNER
"OK."



CRAIG BRYAN FOCUS ST225



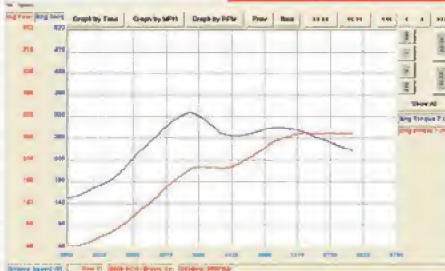
ENGINE MODS

Full DS Stage 3, Mod-XRS map

OUTPUT

320bhp
CLAIMED

318bhp
ACTUAL



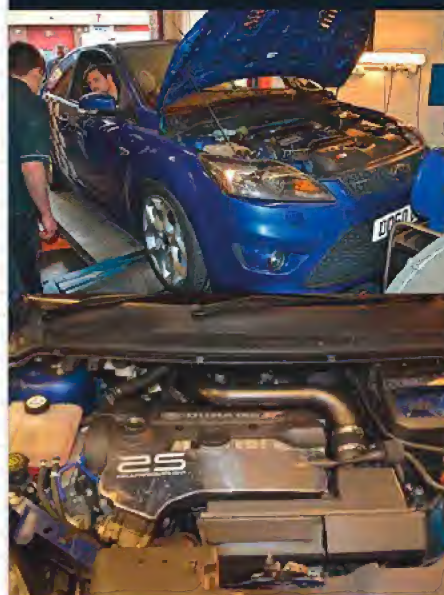
COMMENTS

OPERATOR
"Nice smooth power, it's a beast on the road."

OWNER
"Ran OK, could do with a tweak."



IAN DOBSON FOCUS ST225



ENGINE MODS

DSCI remap

OUTPUT

260bhp
CLAIMED

275bhp
ACTUAL



COMMENTS

OPERATOR
"Ran well."

OWNER
"Well chuffed."



SHAUN BEST FOCUS RS MK2



ENGINE MODS

Anembo plenum, Milltek exhaust, '420' map, upgraded intercooler

OUTPUT

420bhp
CLAIMED

380bhp
ACTUAL



COMMENTS

OPERATOR

"It won't hit 420 without bigger intercooler pipework and injectors."

OWNER

"Not happy with the power!"



LEE WINDER FOCUS ST225



ENGINE MODS

Revo Stage 4 map, Anembo inlet, block mod, Focus RS turbo, 650cc injectors, big boost pipework

OUTPUT

400bhp
CLAIMED

380bhp
ACTUAL



COMMENTS

OPERATOR

"Under powered but I have no doubts that this will be an animal on the road."

OWNER

"Bit under powered but still happy with it on the road."



ROLLING ROAD ADVICE

A dyno tune will highlight any problems across the rev range, like underfuelling, overfuelling or a sticking wastegate – all problems which can result in expensive repair bills – and indicate any parts that are stretched to their limit. Even if your fast Ford is standard, a session will do it the world of good and help optimise its performance.

PREPARE:

- Book in advance.
- Decide what you want: either a power run costing under £50 (approx), or a full set-up which can cost a couple of hundred.
- Grab some ear defenders.

CHECK:

- Exhaust clearance and be prepared to unbolt the ground-hugging splitter. Even standard ESCos splitters can be a problem. Also there must be access to towing eyes.
- Fluid levels and watch out for leaks.
- Tyre pressures – wrong pressures can affect the dyno reading.
- Fuel level, as the car is going to be run flat out a fair few times.
- For any suspension damage or a twisted shell – your car will try and climb out of the rollers which will abort the session.

TELL THE OPERATOR:

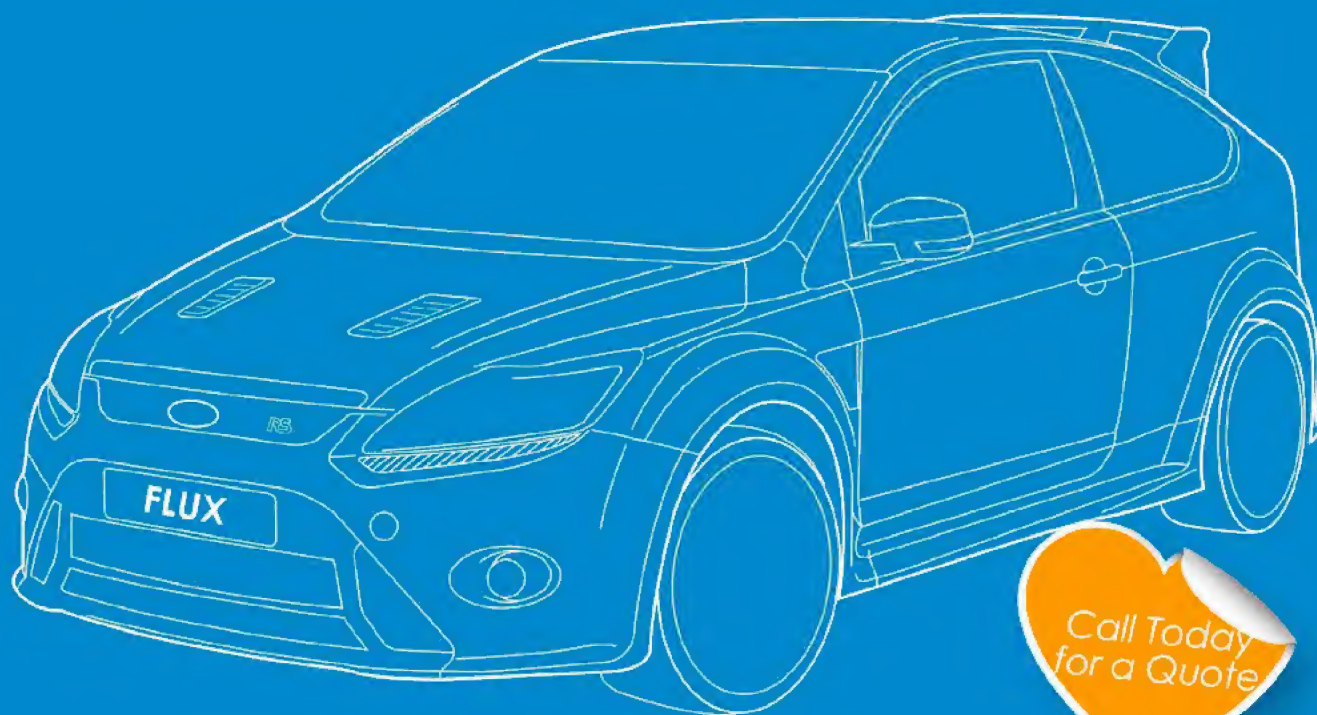
- About any problems you're having with your engine – if it's running too hot, too lean, misfiring or rattling, the stress of a full-on dyno session could lead to terminal damage.
- What mods you've made and what parts have been fitted, so you get a proper diagnosis and the right advice.
- If your car's underperformed – they'll have seen loads of cars with similar problems so are the best people to get it sorted.

RESULTS

Recorded at the wheels

- 1 LEE WINDER
FOCUS ST225
380bhp
- 1 SHAUN BEST
FOCUS RS MK2
380bhp
- 3 MARK COOKE
FOCUS ST225
319bhp
- 4 CRAIG BRYAN
FOCUS ST225
318bhp
- 5 JOHN SHAW
FOCUS RS MK1
309bhp
- 5 BEN WILSON
FOCUS ST225
309bhp
- 5 CRAIG STARBUCK
FOCUS ST225
309bhp
- 8 CHRIS STORER
FOCUS ST225
303bhp
- 9 KRIS DILLON
FOCUS ST250 MK3
298bhp
- 10 MICHAEL JONES
FOCUS ST225
292bhp
- 11 ROB MORGAN
FOCUS ST225
291bhp
- 12 RICHARD HOGG
FOCUS ST225
289bhp
- 13 DAMON SHORT
FOCUS ST225
288bhp
- 14 ANTHONY KRAEMER
FOCUS ST225
280bhp
- 15 ALAN BRIDGES
FOCUS ST250 MK3
275bhp
- 15 IAN DORSON
FOCUS ST225
275bhp
- 17 CLARE JONES
FOCUS ST225
223bhp
- 18 RYAN WARD
FIESTA ZETEC S DIESEL
137bhp

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Words: Dan Williamson

3 OF A KIND

'ALL-ROUNDER' FOR £10K

With £10,000 to spend on a fast Ford that does everything, what are your options? We take a look at three possibilities in our brand new series of features...

Ten big ones. Ten thousand pounds. A fair old stack of cash, but not exactly a bank-breaking amount. A decent sum to be spending on the kind of car you can use every day, yet enough to bag yourself something fast, funky and enjoyable to own. A perfect price to pay for an ideal all-rounder.

A £10,000 budget is just right for a Blue Oval that's as happy taking kids and grannies to the shops as it is being blatted around a track. The sort of machine that can spend weekdays

going to work and collecting DIY materials, and weekends being washed, polished and paraded around car shows. A fast Ford that's tunable, rewarding to drive and, if you're lucky, maybe even a sound investment.

Any all-rounder needs to be as practical and reliable as it is powerful and stylish. It needs four seats, plenty of grip and bags of grunt. Most of all, it needs to do it all day in, day out, for as long as it's fun.

How would you spend £10k on a great, useable fast Ford?

THE CARS

1 SIERRA SAPPHIRE RS COSWORTH 4X4

In the red corner... The cruiser-bruiser. The living legend. The Sierra Sapphire RS Cosworth 4x4 – a motorsport heavyweight that can still mix it with modern machinery. With four-wheel drive it's got grip for all seasons, and its four-door body means there's room for all the family. Its turbocharged, 220bhp engine provides scorching performance, and there's almost no limit to power potential.

It's the perfect all-rounder because it looks like a minicab and pulls like a train.

2 FOCUS RS MK1

In the blue corner... It's the RS Comeback Kid. The FWD destroyer. The Focus RS Mk1 – a modern classic that's renowned for being the best-handling Ford that money can buy. It's reliable, desirable and easy to tune beyond its standard 212bhp. It's the perfect all-rounder because it's as good on track as it is on the daily commute. And that means very.

3 FOCUS ST225

And in the, er, orange corner... The ASBO king. The five-cylinder sledgehammer. The Mk2 Focus ST225 boasts 222bhp, with loads more a mere remap away. It's a three- or five-door family motor with 150mph punch.

It's the perfect all-rounder because it's one of the best combinations of style, sound, performance and practicality to wear a Blue Oval badge.

Excellent examples of each are on sale well within our £10,000 budget. But which would you choose?

TECH SPEC + HISTORY



SAPPHIRE RS
COSWORTH 4X4



FOCUS
RS MK1



FOCUS
ST225



+ TECH SPEC

MADE BETWEEN

1990 to 1992

POWER

220bhp @ 6000rpm

TORQUE

214lb.ft @ 3500rpm

0-60MPH 6.6 seconds**TOP SPEED** 150mph**ENGINE**

1993cc four-cylinder, 16V Cosworth YBG/YBJ, 200 block, Weber-Marelli fuel injection and management, Garrett T03 turbo, intercooler

TRANSMISSION

Four-wheel drive with

MT75 five-speed gearbox

BRAKES

278mm ventilated discs (front), 273mm ventilated discs (rear)

SUSPENSION

Gas dampers, uprated springs, 28mm/18mm anti-roll bars front/rear

WHEELS AND TYRES

7x15in alloys, 205/50 ZR15 tyres

INTERIOR

Recaro front seats, fabric trim (leather optional), leather steering wheel and gearknob

EXTERIOR

Four-door saloon, bodykit comprising deep front bumper, side skirts and rear spoiler, bonnet vents, sunroof

+ HISTORY

Developed from the rear-wheel-drive Sapphire RS Cosworth, the 4x4 appeared in 1990 to give Ford a boost in rallying. The Sierra XR4x4's viscous-coupled four-wheel-drive system and MT75 gearbox was mated to a heavily-reworked version of the mighty Cosworth YB engine. Now dubbed YBJ, it featured a strengthened cylinder block (known as the 200), revised cams and turbo with bigger intercooler. Power was now officially 220bhp, which kept the performance alive.

Improved suspension meant a remarkably compliant ride but the previous four-pot front brakes were downgraded to floating calipers and vented rear discs.

Externally, the 4x4 remained true to Ford's executive-express intentions. It retained the predecessor's subtle RS bodykit, adding bonnet vents, smoked rear lights, remote-release fuel cap

and new badges.

Inside, an adjustable steering column kept the Recaro seats company; grey cloth was standard but Raven leather was an increasingly popular option.

Revisions arrived in August 1991, with catalytic-converter-equipped Cossies (YBG engine) having green cam covers and shark-tooth alloy wheels. Eventually, the rear spoiler was fully colour-coded, and a four-spoke plastic steering wheel replaced the three-spoke leather rim.

The Sapphire continued until December 1992, in the shade of Ford's mechanically-almost-identical Escort Cosworth – making the Sapphire a bargain.

Today, most ropey Cossies have been broken for spares, but £5000 could get you into an MoT'd Saph, and our £10,000 budget will bag an exceptionally nice example.



+ TECH SPEC

MADE BETWEEN

2002 to 2003

POWER

212bhp @ 5,500rpm

TORQUE

229lb.ft @ 3,500rpm

0-60MPH 6.4 seconds**TOP SPEED** 144MPH**ENGINE**

1,988cc, four-cylinder, 16V Duratec RS, forged pistons, Garrett GT2560LS turbo, intercooler, redesigned induction, EEC-V management

TRANSMISSION

FWD, uprated MTX75 five-speed gearbox, driveshafts and clutch, ATB differential, quickshift

BRAKES

Brembo four-pot calipers, 324mm discs (front), 280mm discs (rear).

SUSPENSION

Sachs dampers, 25mm lowered springs, increased track, uprated A-arms, enlarged hubs

WHEELS AND TYRES

OZ 8x18in alloys, 225/40x18 tyres

INTERIOR

Sparco black/blue front seats, matching rear bench and steering wheel, carbon-fibre console, blue instruments

EXTERIOR

Focus ST170 three-door, wider steel wings, RS bumpers, skirts and roof spoiler, Imperial Blue paintwork

+ HISTORY

The Mk1 RS is a perfect package of performance, practicality and impending classic status. It really is a car you can enjoy using without worrying about depreciation or breaking down.

The first RS-badged Focus was introduced in October 2002, developed from the ST170 three-door with 70 per cent of its components uprated and 521 unique parts.

A two-litre Zetec E was turbocharged and tweaked to produce 212bhp, gaining forged pistons, modified head, Garrett GT2560LS turbo and chargecooler. It was mated to a close-ratio MTX75 gearbox with AP Racing clutch, Quaife ATB differential and tougher driveshafts, alongside WRC-width suspension arms, Sachs dampers, lowered springs and big Brembo four-pot front brakes.

Meaty 18in OZ alloys were slotted

beneath wide steel wheelarches, which matched the deeper bumpers, skirts and roof spoiler. Even the reworked headlamps got blue bulbs to echo the Imperial Blue bodywork.

The RS's cabin was equally enhanced, wearing black/blue Sparco bucket seats and steering wheel, matching rear bench and door cards, carbon-fibre console with starter button and an individually-numbered plaque. No optional extras were available.

A total of 4,501 RS Mk1s were produced at Ford's German Saarlouis factory, with a year-long UK waiting list for the 2,147 examples sold here.

Since then, desirability has hardly dwindled, thanks to the Focus's amazing all-round combination of reliability, modifying potential and sheer enjoyment to drive.

The RS is already high on any fan's wishlist, and prices are set to rise!



+ TECH SPEC

MADE BETWEEN

2005 to 2011

POWER

222bhp @ 6100rpm

TORQUE

236lb.ft @ 1600-4000rpm

0-60MPH 6.5 seconds**TOP SPEED** 150MPH**ENGINE**

2522cc, five-cylinder, 20-valve Duratec, KKK-Warner turbo, Bosch ECU

TRANSMISSION

FWD, Getrag Ford Durashift M66 six-speed gearbox

BRAKES

320mm ventilated discs (front), 280mm discs (rear)

SUSPENSION

Gas dampers, coil springs,

21.5mm/21mm front/rear anti-roll bars

WHEELS AND TYRES

8x18in alloys and 225/40R18 tyres

INTERIOR

Recaro front seats in cloth (ST and ST-2) or heated leather (ST-3)

EXTERIOR

Three-door or five-door Focus hatchback with ST bumpers, side skirts, and rear spoiler, plus xenon headlights and heated windscreen (ST-2 and ST-3)

+ HISTORY

The Focus ST surely has everything you'll ever need – chunky, good looks, big tuning potential, practical three-or-five-door bodywork and bags of driver appeal.

Launched in September 2005, the ST225 was the second Focus (after the lukewarm ST170) to be developed using the Sports Technology badge, meaning fast road potential rather than RS motorsport intentions. This time it was a full-fat hot hatch, capable of 0-to-60mph in 6.5 seconds and top speed of 150mph.

Such performance was thanks to a five-cylinder 2522cc Volvo-sourced powerplant. Boosted by a KKK turbo, it kicked out 222bhp, leading to a semi-official tag of Focus ST225. And when Jeremy Clarkson nicknamed his Electric Orange-painted test car the 'ASBO', its notoriety was secured.

Of course, anti-social paintwork wasn't the only option – several subtle

shades were offered to complement the ST bodykit and 18in alloys.

There was also a choice of trim levels, including the basic ST (featuring plain Recaro front seats) ST-2 (adding colour-keyed trim, heated windscreen and xenon headlamps) and ST-3 (with leather upholstery and sculptured rear bench). The Panther Black ST500 of July 2007 was supplied with red hide and silver exterior stickers. Production was limited to just 500, hence the name.

The 2008 Focus facelift brought revised styling for the ST along with ESP stability control on all three models.

Overshadowed by the Mk2 Focus RS, the ST continued alongside until it was replaced by the Focus Mk3. Even so, the ST remains an unbeatable mix of handling, speed, usability, sound and style. Every fast Ford fan should own one.

BUYING + OWNING

Only the best-kept Cossies should even be considered for daily driver



SAPPHIRE RS COSWORTH 4X4

+ BUYING

Dodgy Cossies are a big problem, and the 4x4 Sapphire is no exception. You need a straight, genuine car with a chassis number that matches on the VIN tag, V5 and under the carpet flap beside the driver's seat. It should read WFOFXGGBF, followed by the digits of the engine number.

Look carefully for signs of accident damage, and make sure it's a proper Cosworth bodysell; it should have a sunroof, wide gearbox tunnel, straight towing eye, and driveshaft cutouts in the front chassis rails.

Check for rot, especially around the bulkhead, inner wings and suspension

towers. Tinworm also attacks the front crossmember, floorpan, sills, chassis rails (especially rear box sections), wheelarches (inner and outer), doors, wings and boot lid.

It's also worth checking the trim inside and out, which can be pricey to replace. Bumpers and skirts get saggy, door cards may be damaged, the dashboard could be cracked, and the driver's seat in particular is prone to wear. The 4x4 was offered with grey fabric or leather, but don't pay a premium for either – even though leather is easier to find, especially on later models. Cars built after August 1991 have different cloth seats, a curvier



FOCUS RS MK1

Make sure the now-obsolete wings and bumpers are in good shape

+ BUYING

Few Focus RSs are in really poor condition, and an abused example will be easy to spot. The Mk1 should feel properly quick and tight; if you don't enjoy the drive, something's not right.

High mileage isn't an issue if backed by a thorough service history (ideally accompanied by the original leather-clad handbook) but listen out for transmission whine and ensure there's no clutch slip under load.

Blue exhaust smoke is a bad sign (probably turbo oil seals), knocking noises are a no-no, and inspect any leaks carefully – especially the turbo oil return pipe, breather hoses and the

coolant pipe within the offside wheelarch; rusty water marks could be caused by a cracked thermostat housing or seeping seal. Ensure the chargecooler pump is squirting water with the engine running.

A history check should highlight any accident damage, but make sure the VIN, engine number and V5 match, and research its serial number (on the centre-console-mounted plaque) at www.focusrsbuildist.co.uk.

All the panels should be straight, although don't be surprised to see orange-peel paintwork – it was poor from the factory. The flared and chunky arches are also very prone to stone chips.

Rust is a worry, so

Don't let the bright paintwork stop you checking an ST for rust



FOCUS ST225

+ BUYING

Don't buy a Focus ST without doing your research. Yes, they're great, reliable cars but that Volvo engine is a real Achilles' heel. And if it goes bang, you'll need a whole new motor.

Split cylinder liners are your biggest worry. The symptoms are much like a blown head gasket (itself possible, albeit rare), such as misfiring from a cold start and oil mixing with coolant. It's reported that modified STs are more prone to failure, and engines made from mid-2008 onwards tend to be a bit better.

Oil filler caps sludge up and oil filter diaphragms split, which cause

whistling noises at idle. Other suspicious sounds include clicking CV joints, rumbling wheel bearings and clonking anti-roll bar links. Not such a big deal.

Clutch slip is common, and you need to ensure the pedal is in alignment with the brake; stiffness or refusal to return could mean it needs a new spring or master cylinder, which is awkward to fit. ABS modules are also expensive to fix, so check the ESP system isn't displaying any errors.

Of course, it's crucial to invest in a detailed history check, and make sure there are no signs of accident damage. Look carefully, too, for rust around the rear wheelarches and tailgate

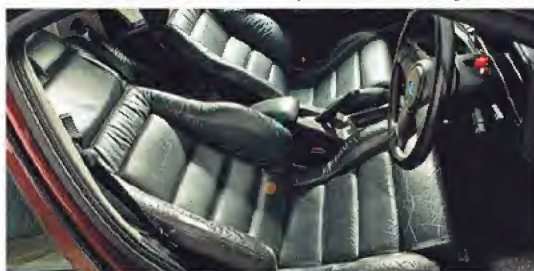
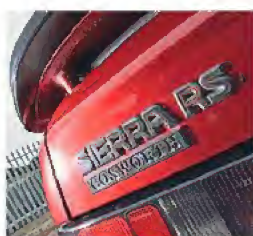
+ OWNING

dashboard, electric sunroof and shark-tooth 15in alloys. They also wear a green cam cover (to denote YBG catalytic-converter-equipped engine) rather than red.

Oh, and make sure any 4x4 still has its 200 cylinder block – find the large digits cast onto the side.

Avoid a knocking or growling engine (even from cold), and be wary of blue smoke or steam from the exhaust pipe – potential signs of engine/turbo wear or head gasket failure.

Transmission troubles are especially common. Listen for whining, rattling at idle or crunching on changes. Snatching or clonking driveshafts mean a knackered differential.



Owning any Cosworth can be a harrowing experience, but if the car's properly maintained (ideally by a specialist) there's no reason why it won't be reliable for everyday use.

It's essential to keep a keen eye on the electrical system before it begins to

give you grief. All sorts of misfires, poor starting and bad running may result from duff electrical and ignition components, so regularly checking (and replacing) parts pays dividends.

In particular, monitor the condition of the fuel pump, and test to ensure it's receiving 13 volts – lower can cause serious under-fuelling issues.

Sapphire coolant fans are equally problematic, suffering from melted wiring in the fuse box.

A wasted spark conversion could cure many misfires, as will Comet gaskets in place of paper versions.

The 4x4's weakest link is its transmission,

exacerbated when the engine's putting out more power. Loud noises lead to big bills, but vibrations may be due to knackered engine mounts or propshaft joints, while clicking is usually caused by worn CV joints.

Don't be surprised to feel sloppiness in the steering rack, while wandering at speed may be due to worn track control arm bushes; a soggy rear end is often caused by worn bushes.

Juddering brakes usually mean new discs, but could also point to sticky calipers. ABS issues generally result from a failed pump or faulty wheel sensor.

+ OWNING

examine the wheelarches, door bottoms, sills, filler cap, tailgate and handle, and below the door mirrors.

Reject an RS if it simply needs too much work, because new bumpers and wings are obsolete, and so are suspension arms and such like.

Finally, don't worry about finding a so-called phase one or phase two – the revisions were mild, including a pink grommet on the throttle cable, 'engine start' lettering, and extra stitching on the seats. The later ECU software (known as AE) can be flashed onto earlier cars to resolve cold start issues, but the replacement AF tends to cause an annoying misfire at around 5,000rpm.



The Focus RS is particularly reliable, and capable of over 100,000 miles when properly maintained. Specialists recommend cam belt changes every eight years, but it's worth swapping sooner if you don't know your car's history.

Water pumps are prone to

leaking and can be tricky to source, as are standard coolant hoses, which are also known to split – notably around the heater matrix. Silicone replacements are a sensible modification.

Be aware that there's no water temperature dial, even though most RSs tend to run hot. Many owners fit an aftermarket gauge.

Standard bushes regularly fail, resulting in knocking along rough surfaces. OE replacements are unavailable, but uprated versions are an inexpensive improvement. It's also advisable to replace the standard chargecooler bushes with a poly bush kit before they wear out and knock against the fuse box.

A few minor electrical niggles will probably appear over time, including battery drain caused by the stock CD player, and a duff relay leading to rear windscreen wiper failure. While you're there, fit a Focus Ghia wiper stalk for adjustable intermittent control.

The cabin is pretty low rent, and can appear tatty even at a low mileage; again, replacements can be tricky to source. Seats are especially fast-wearing and steering wheels are often grotty. Carpets tend to rip, and the original RS over-mats are rare. If you notice dampness in the passenger-side front, you'll have a leaky pollen filter.

+ OWNING

aperture, and check the boot floor isn't wet.

As for which ST to pick, the ST-2 and ST-3 were sold in far greater numbers than the base model, and feature a much better spec; basically, you're choosing between cloth and leather trim respectively. You'll need to pay more for a facelifted model, and Electric Orange carries a premium.

Look out for an official Mountune MP260, which boasted increased power (257bhp) from its bigger, uprated intercooler, performance panel filter and recalibrated software. They tend not to be much more expensive than a standard ST225, and are well worth the extra cash.



Not quite Cossie-costly, but the Focus ST isn't cheap to run. Fuel economy is generally in the low 20s if you drive properly, and using super unleaded adds up to 12bhp.

If your ST is lacking power, chances are there's a boost leak – causes include the MAF sensor, boost solenoid,

MAP sensor, sound symposer (cured by a cheap blanking plug) and aftermarket dump valves, some of which also alight dashboard warnings.

Regular maintenance is crucial, in spite of Ford's official service intervals and 125,000-mile/ten-year cambelt swaps; it's best to halve those figures. It's also essential to keep an eye on coolant levels to monitor potential cylinder liner faults, and also watch for radiator leaks – they're thin, with weak brackets.

Ford recalled many STs to fix clicking driveshafts, simply by applying Loctite to the splines; check the inner boots aren't split, or you'll eventually need a new shaft.

Pre-2008 models were also recalled due to splitting power steering hoses and unions, make sure yours has been done.

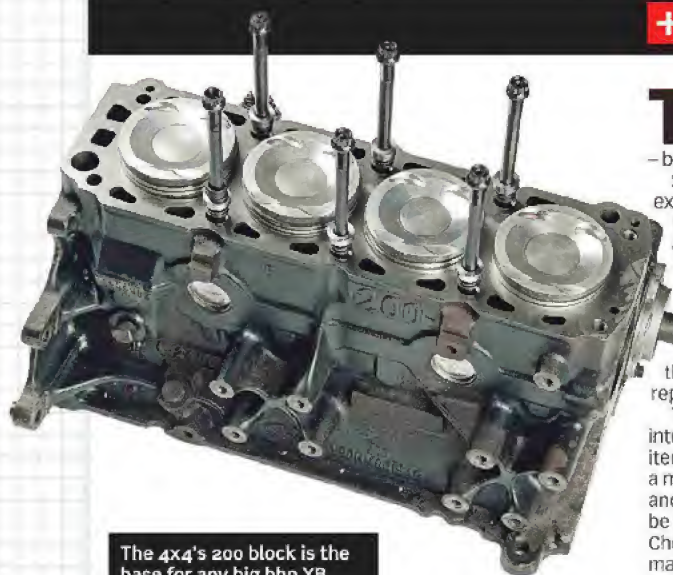
Don't be surprised to hear cabin rattles, and it's common for front seats to wear out, with leather coming unstitched, springs poking through the padding or a broken base.

The side skirts of three-door STs are prone to flapping from the bodywork at their rear edges, but Sikaflex sealant is the cure.

Finally, if you're concerned about split liners or are planning power upgrades, consider a 'block mod' from Jamsport or Dreamscience, along with a heavy-duty boost solenoid.

MODIFYING

+ MODIFYING



The 4x4's 200 block is the base for any big bhp YB

The Sapphire 4x4 can be persuaded to produce 800bhp on pump petrol – but at a price.

Sensible money sees an exhaust, chip and actuator take power to 270bhp, and another 50bhp comes from green injectors and a 3Bar MAP sensor. Make sure the engine and fuel pump are healthy beforehand, and ensure the headgasket's been replaced in recent times.

The 4x4 has a beefy intercooler, but an RS500 item is better for power. Add a meatier turbo, injectors and ported head, and you'll be pulling over 400bhp. Choose the right ECU/mapping, and you'll still achieve low lag.

The stock 200 block is fine for over 500bhp, but long studs and new pistons are next – lowering the compression ratio for safety, or raising to 9:1 for driveability. Bigger capacity allows 700bhp in road trim.

Sadly, the 4x4 transmission won't take such grunt. An uprated clutch is crucial for over 300bhp, and a paddle clutch ideal for drag-racing or track use. A hydraulic conversion makes the effort more manageable.

Figures of 350bhp-plus are enough for the standard MT75 gearbox, meaning splashing out on a heavy-duty gear kit or a swap to rear-wheel drive (using the T5 transmission). Add uprated differentials and

you'll be sorted

Handling improvements come from good-quality dampers and lowering springs, or coilovers if you can tolerate a firmer ride. Polyurethane bushes improve a slack chassis, while a six-degree rear beam works wonders on the bumpy stuff.

You'll also need bigger brakes. Four-piston calipers and 330mm discs should be enough up front, but six-pots and 378mm discs are immense. A 300mm rear disc conversion looks the part behind bigger wheels.

The Saph runs 7x15in rims, but 17s or 18s (8in wide) are better. Use ET30 to ET35 offset, 225-width tyres and roll the wheelarches to suit.



+ MODIFYING



Standard Brembo can really do with an upgrade

It's not all about the power. Well, not all the time anyway. The Mk1 RS's beauty lies in the poise it provides with its punch. It's about the precise handling and those handsome looks – which simply can't be improved.

Okay, the standard Sachs shock absorbers are renowned for leaking but they're as good as you'll get, especially when fitted with 25mm lowering springs. Coilovers are an alternative, and you may prefer the body-roll reduction of uprated anti-roll bars, along with polyurethane bushes.

Brembo four-pot calipers and 324mm discs came as standard, but they're not as good as you'd think,

especially when used hard. Track pads and braided hoses will help, but you can't beat a set of AP Racing six-pots and 360mm discs, which fill the stock OZ Racing 18in rims. The rears are best left stock.

But what about more power? Well, the Duratec RS comes alive with a remap to 270bhp, and adding more fuel means fewer misfires. That's enough for many owners, but there's way more to come.

A new exhaust and tubular manifold are next, with decat or sports cat. The stock turbo won't pull more than 300bhp, so a hybrid GT25 and 23psi boost is ideal. An uprated front-mounted intercooler is popular, at the

risk of increasing lag. You'll also need a beefier AP or Sachs clutch.

Up to 350bhp is feasible from a T34 or GT28 turbo on the Ford EEC-V ECU, but aftermarket engine management, an upgraded fuel system and a Fiesta RS1800 inlet manifold allow up to 380bhp.

For more you'll need steel rods and a ported cylinder head, making 420bhp from a GT30 or 500bhp with a GT35. With it you'll probably require a CTS-built gearbox, oil cooler and plate-type limited-slip diff. You'll also want to think about a switch to an aftermarket ECU at this point, but Sabre Tuning have seen in excess of 500bhp on stock engine management.

+ MODIFYING



An aftermarket exhaust really lets that 5-pot sing!

A standard ST225 is a sin. A simple remap transforms the car, upping the power to 250bhp-plus and resulting in infectious driveability, not to mention an incredible soundtrack! Any reputable software should do the trick, and remap handsets are useful as you can upload the new settings from the comfort of your own front drive. Bear in mind some maps are smooth, some give raw grunt, and some poorer maps remove rather than subdue the inbuilt torque restrictor, resulting in boost and traction troubles.

Add a 3in sports exhaust, sports cat or decat, fit a cold air intake, and you'll gain up to 25bhp. Couple that to an

uprated intercooler and you're knocking on the door of 320bhp – the limit of the stock turbo. A hybrid or GT30 makes sense, after which you'll be fitting an RS engine with forged rods, big-valve head and huge turbo. A bulletproof 420bhp is plenty, but over 500bhp is possible.

The ST's transmission won't get near that figure, and even a remap will make the standard clutch slip; an RS clutch is the answer.

A quickshift kit is one of the best mods for any ST, and an uprated rear gearbox mount reduces engine movement. For RS-like traction, a Quaife ATB works wonders, although a Gripper or Drexler plate diff is preferred by hardcore

trackday fans.

Polyurethane bushes, Eibach 25mm lowering springs and Bilstein B8 dampers are perfect suspension for an everyday driver, with a Whiteline RS-diameter rear anti-roll bar added to tighten things up at the arse end.

Stock ST stoppers are fine for road use, but fast-road/track pads and braided hoses are handy. An AP Racing 343/362mm kit with huge calipers is the ultimate, but won't fit within the standard ST wheels.

Aftermarket 18s are the solution, although Focus RS 19s slot straight on, providing you use 15mm spacers on the front and 20mm on the rear – perfect for any ST.

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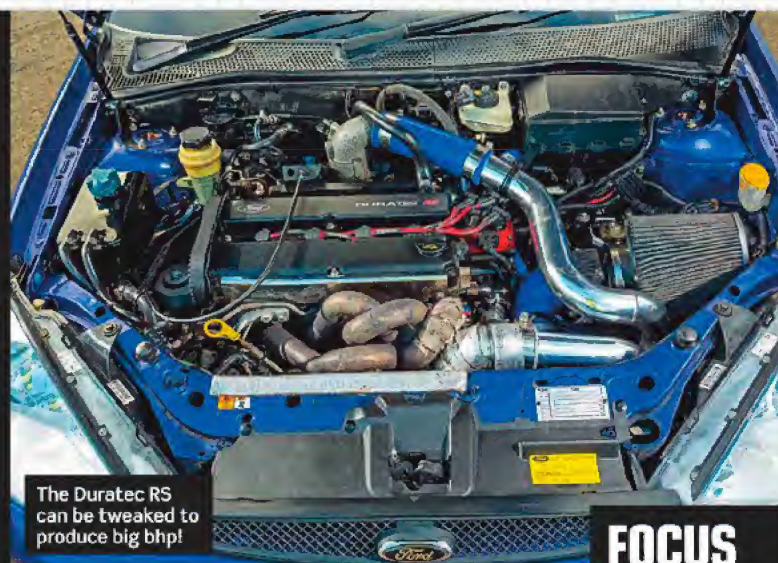


**SAPPHIRE RS
 COSWORTH 4X4**

A well maintained YB can be used for everyday duties

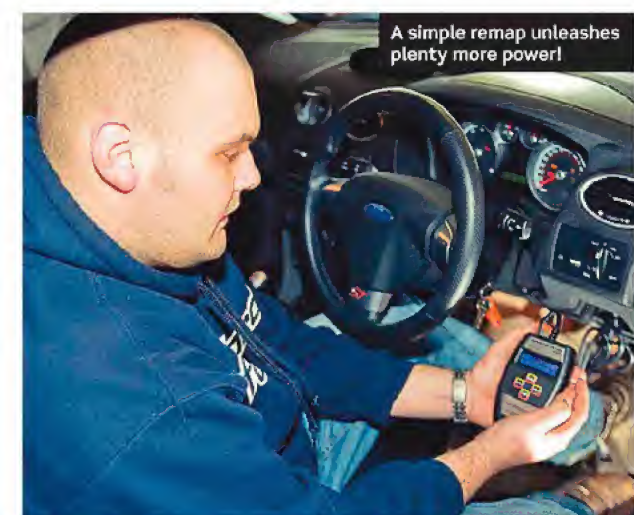


A water temp gauge is a worthy mod on a FRS

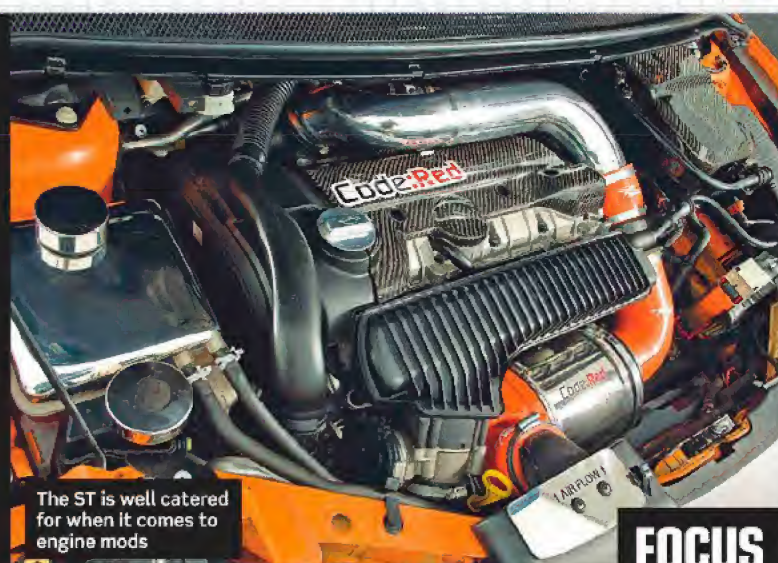


The Duratec RS can be tweaked to produce big bhp!

**FOCUS
 RS MK1**



A simple remap unleashes plenty more power!



The ST is well catered for when it comes to engine mods

**FOCUS
 ST225**



CONCLUSION

+ ALSO CONSIDER

MONDEO ST220

An immense all-rounder, the V6 Mondeo comes in saloon, hatch or estate form, and even the best 07-plate is well within budget. It offers plenty of useable grunt and a lovely V6 roar when you open it up, coupled to all the toys from a flagship saloon car.



ESCORT COSWORTH

The king isn't dead. Tatty Escort Cossies can be picked up for under £10k, but don't expect everyday ease or reasonable running costs.



MONDEO MK4 2.5T

Focus ST225 five-pot power in a big, comfy cruiser that also handles. Choose from saloon, hatch or estate in various specs for this budget.

+ EDITOR'S PICK

"Hmmm, this is difficult. My heart would be screaming at me to buy the Saph, and the appeal of 4x4 and YB grunt would be hard to turn down. But as an 'all-rounder' my head wouldn't let me buy a 25 year-old Sierra, not if I needed to depend on it every day. I'd therefore play it safe and opt for the ST - it'd do all I'd

need it to, be immense amounts of fun, I could tune it as I went along, and I wouldn't be scared of dinging the bodywork or de-valuing it (as I would with the Focus RS!) so I'd actually use it everyday! As a toy I'd choose the Saph all day long, but as an all-rounder I'd have to go for the Focus ST..."



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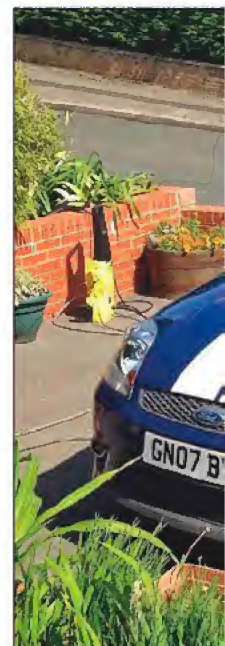
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**FORGE MOTORSPORT
FOCUS ST BOOST HOSES**

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Forge Motorsport have just released a complete set of race-quality silicone hoses for the MK3 Focus ST. Modelled directly from OEM hoses, the silicone replacements are a direct upgrade and offer a much improved ability to withstand higher boost pressures and temperatures. Ideal for a fast road car, but a must for those venturing on to track. Available in black, blue and red.

www.forgemotorsport.co.uk



**BURTON POWER
MAGNETIC SUMP
PLUG**

£15.50

These new Gold Plug magnetic sump drain plugs from Burton Power are a simple yet very effective engine upgrade. The strong magnet will collect any ferrous material missed by the oil filter, potentially saving your engine, and hold it firmly on the sump plug until the oil is changed. Available in a selection of fittings, including Cosworth YB, CVH, Zetec E, Zetec SE, Duratec 4-cylinder, and Duratec 5-cylinder, all priced at £15.50.

www.burtonpower.com

NEW STUFF

LATEST GEAR ON THE BLUE OVAL SCENE



**MOUNTUNE
GEAR KNOB**

£59

To complement the interior of your fast Ford, Mountune have just released their new billet aluminium and acetel gear knob. Available in traditional yellow and black, or a more subtle all-black finish, the knob has been designed as a direct replacement for the stock item. The knob features a hard-wearing anodised aluminium base and an acetel upper – chosen for its temperature-stable nature, meaning it won't burn your hand in summer, or freeze your fingers in winter.

www.mountunestore.com

**TOYO TIRES
R888R TYRE**

£POA

The R888R is an all-new performance tyre that will soon replace the much-loved R888. The reason is mainly due to a change in legislation that has made nearly all semi-slick track day tyres like the R888 illegal to use on public roads. But not the new R888R, which has been designed to offer excellent grip and performance for track use, and still meet the legal requirements for regular road use. Available in 32 sizes initially, Toyo are expecting to add to the range throughout the year.

www.toyo.co.uk



ARP

5-CYLINDER DURATEC HEAD AND MAIN STUD KITS

£TBC

ARP have just launched their new head stud and main stud kits for the five-cylinder Duratec engines as found in the Focus ST and RS models. These uprated stud and nut kits offer superior strength over the standard fasteners, and form the foundations for a big-bhp engine build. ARP's quality is well known, and these kits are produced to the same high standards. Check the website for your nearest stockist. www.arp-bolts.com



PERFORMANCE 1 COATINGS CERAMIC COATING FROM £40

The benefits of ceramic coating exhaust components are well documented; reduced temperatures, increased resistance to corrosion, increased EGTs, and a smart-looking and durable finish. And now Performance 1 Coatings are offering the same ceramic coating finish to tailpipes, silencers, and finishers. Cheaper than coating the whole system, treated tailpipes look the part and offer heat protection to the rear bumper or bodywork. Prices start at just £40. New or used components can be coated, and the finish won't chip like some high-temperature paints. www.performance1coatings.com



MOUNTUNE MK3 FOCUS ST INDUCTION HOSE £45

This new induction hose for the Mk3 Focus ST is produced by SamcoSport exclusively for Mountune. The high-flow hose improves airflow, features wire-reinforced sections to prevent deformation under engine load, and will brighten up the engine bay of any Focus ST. www.mountunestore.com



MILLTEK FIESTA ST EXHAUST FROM £498

Milltek have just launched their latest offering to the Ford market in the shape of this new exhaust system for the Mk7 Fiesta ST. The new exhaust offers great power and torque gains, with a thoroughly 'grown up' soundtrack. Milltek's engineers concentrated on extracting as much power potential as possible, but without resulting in the 'rasp' that traditionally comes with tuning small-capacity engines. There are loads of options available with the base system starting at £498. www.millteksport.com

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DAVID BOYCE FIESTA ST MK7

+ The Mk7 Fiesta ST has really set the Ford tuning world alight recently, and David's very own car has played no small part in that fact! This very ST was used by Collins Performance, when developing and testing various software upgrades and various

Mongoose exhaust combinations. The result is a very impressive 230bhp and 280lb/ft, thanks to the aforementioned map and exhaust coupled with an ITG induction kit and Airtec intercooler. Plus a hybrid turbo is being fitted soon...!



MATT HOPES FIESTA ZETEC S MK5

+ Matt bought his beloved ZS (named Francine!) back in January 2011, but back then it was a very different car – accident damaged and rusty! Four years of hard graft later and today it's been restored to its former glory, but better thanks to the addition of a Triple R front splitter and Ka rear wiper. Underneath the

chassis has benefited from AP coilovers, 12.5mm axle spacers, and an OMP lower strut brace. Under the bonnet the original 1.6-litre engine has been removed to make way for the Puma conversion, complete with Mongoose exhaust and custom airbox. The leather interior from a Fiesta 'Black' finishes the car off nicely.

CRAIG MILNE FIESTA ZETEC S MK6

+ Craig's Fiesta Zetec S 'Celebration' certainly isn't shy, courtesy of the factory-applied lairy paintwork and the subtle mods he's fitted. It's Craig's second car, after a 1.3-litre Mk5, which he got when he turned 18. Since then he's

had the wheels powdercoated black, fitted a rear diffuser, fitted a Triple R front splitter, and had all the exterior plastics painted Gloss Black. The results speak for themselves. Next up is a color-coded engine bay...



GARETH BARRASS FOCUS ST

+ Gareth has treated his Focus ST to a whole host of quality upgrades. Now the ST kicks out an impressive 310bhp and a mind-bending 405ft/lb, and that power is largely thanks to the huge selection of Dreamscape goodies that have been fitted. The block has been

strengthened with the famed 'block mod' while a host of RS parts have found their way on to the engine and a Dreamscape 'Mod-X' map controls it all. It's not just the engine that's been treated to RS upgrades either – the exterior also benefits from RS bonnet vents, spoiler, and diffuser!





MICHAEL LONDON MONDEO ST TDCI

+ Michael's ST TDCi is his pride and joy, and you can see why. Featuring a set of Eibach lowering springs, smoothed boot handle, black headlights, Triple R front splitter, and wind deflectors the already-impressive standard looks have

definitely been improved. But the most eye-catching feature of all is the uprated intercooler that is clear for all to see with the removal of the lower bumper grille. Next up is a remap and a set of uprated drilled and grooved discs too.

GRAHAM SAUNDERS FIESTA ST MK6

+ With the Mk7 ST stealing all the limelight recently it's easy to overlook the Mk6 ST, but don't. Graham hasn't, and he's now reaping the rewards – nearly 200bhp of screaming N/A power in a seriously sorted chassis that will scare much more expensive machinery on the B-road blast. Yep, thanks to some choice mods including a

Cosworth inlet manifold, fast-road Cosworth cams, full Milltek exhaust system, 60mm throttle body, and a custom Sitech Racing map Graham's ST is a real belter! And making sure it can use everyone of its near-200 horsepower the wheels, brakes, and suspension have all been upgraded to cope too!



ROBYN HAWLEY MK2 FOCUS

+ Well this is different! Robyn's Focus has been completely sticker-bombed, from head to toe! The car underneath all the stickers actually started life as a standard 1.6-litre family runaround, but the addition of a full Focus ST interior, full ST bodykit, and RS rear spoiler have really beefed up things in the looks department. But then

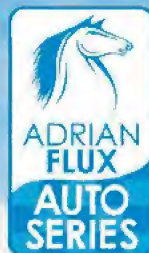
rather than have it all sprayed, the whole exterior of the car has been painstakingly covered in a selection of stickers – around 25,000 of them in fact! Robyn says "it's not everyone's cup of tea, but I wanted to create something that wasn't just another ST-wannabe". Well, we think you managed to do that alright!



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ARCHIVE

We search through Ford's files looking for interesting stories.



FORD F3L



John Surtees testing the F3L after it was refurbished during the '80s by the Wheatcroft Museum

The F3L was an expensive project that never finished a race, but it's one of the most interesting Fords of all time...

Alan Mann was already one of Ford's 'favourite sons' when he got together with Ford's Walter Hayes, and persuaded him that a super-slippery DFV-powered racing sports car could be a great success. This was coded P68, but would become known as the F3L.

Goodyear and Castrol provided most of the capital needed to build the car, and Ford chipped in with the loan of a

DFV engine. With Len Bailey as his chief designer at Byfleet, and with the AMR workforce putting in insane powers, Alan Mann saw two sleek red-and-gold F3L coupes manufactured, the first being completed, and launched, in March 1968. A third car, still not completed by the end of the 1968 season, was never used.

'If it looks right, it should

be right' is a cliché which did not apply to the F3L. Although it looked astonishingly beautiful, it rarely worked properly and it never actually finished a race. One problem was the

lack of aerodynamic stability at high speed, another being the unsuitability of the DFV engine as an endurance power unit.

A series of unexpected failures, including a

horrifying accident at the Nurburgring which badly injured the driver, Chris Irwin, was extremely disheartening, especially as that completely wrote off one of the only two cars. The fact that the F3L, when fresh and running properly, was competitive against the Porsches and Ferraris of the day didn't help.

For 1969 AMR not only



The F3L being unloaded from the Alan Mann Racing transporter at Oulton Park in 1968



As engineered by Len Bailey for AMR, the F3L was not intended to need extra aerodynamics to give it high-speed stability

worked on the aerodynamics of the F3L coupe, with massive spoilers, but also built up a rather less pretty open P69 version of the car. This, though much lighter than the coupe, was also not a success, and did not finish a race either.

Later in 1969, AMR returned the surviving two P68s and the single P69 to Ford Motorsport at Boreham. Within a year, the P69 had been cut up, and the two P68s were sold off to Tom Wheatcroft's Donington Museum. Years later, both cars survive, in private hands.



CENTRAL AND EAST SCOTLAND RSOC 'DEALER' MEET



WHO
 Central and East
 Scotland RSOC
WHERE
 Edinburgh
**WORDS AND
 PHOTOS**
 Ade Brannan



The 'dealer' meets are loved by everyone



The car park was full of modified fast Fords



The Scottish branches of the RSOC do their meets in style, by taking over the showroom of their local Ford dealer!

Local legend, Stevie Hinks, is the main man behind the now-infamous 'dealer' meets at the Peoples Edinburgh Ford dealership. The meets are the result of a combination of Stevie not only working at the RS dealership, but being a huge RS fan, and an RS owner too! So what better place to show off the best fast Fords the Central and East Scotland RSOC has to offer than in the pristine showroom of the local Ford dealership!?

The dedicated and helpful team of staff at Peoples managed to ensure the showroom and forecourt was empty of the latest Mondeo diesels and 'used approved' Focuses to make way for a menacing mix of fast Fords from various clubs from all over Scotland. With everything from

Mk2 Escorts through to the latest Fiesta STs, the Blue Oval's sporty history was clear to see. And of course, with the Central and East Scotland branch of the RSOC playing centre stage, there were plenty of Cossies and RS Turbos on show too!

The 'dealer' meets have gained some serious recognition in fast Ford circles, but you'd struggle to believe that this was actually only the third ever meet here! The first was back in 2007 (and was actually the first event I photographed for *Fast Ford*), but judging by the awesome response and stunning turnout this event attracted we're expecting to see meets here on a more frequent basis. There was even talk of a full-on party vibe, complete with DJ sets and decks for the next one... We can't wait!



Any car that looks this good and spits flames is cool...fact!



STEPHEN HANNAH ESCORT COSWORTH

Stephen says he doesn't get much time to play with his Cossie due to family commitments, but when he does it sure looks a hell of a lot of fun! This may have been a mostly static indoor meet, but a nice little dose of chaos was brought to the grounds courtesy of the flame-spitting, anti-lag equipped Escos! The machine gun fire on launch control has got to be reason enough to upgrade to wasted spark alone! As well as the obvious hooligan aspects like this, Stephen's car also has some sensible stuff like a 909 gearset to beef up the MT75 'box, and AP Racing 330mm brakes to keep everything in check. Good to know when you've got around 400bhp on tap!

QUICK SPEC

MSD map with ALS & LC, 909 gearset, AP Racing 330mm brakes



Well-tweaked YB produces an estimated 400bhp!



Sitech Racing's Fiesta ST always demands to be noticed!

"What better place to show off the best fast Fords the Central and East Scotland RSOC has to offer"





"To make way for a menacing mix of fast Fords from various clubs from all over Scotland"

KEV KENNEDY ESCORT RS TURBO, ESCORT GHIA, ESCORT COSWORTH

Kev is pretty well known on the Ford scene for having one heck of a collection. As well as those we can see, his collection also includes an RS1600i, Mk3 XR3i, S2 RST, Escort Cabrio, RS2000, Turbo'd Orion, a Puma and a Sapphire Cosworth! We ran out of notepaper at this point! But the rest speak for themselves! Like the gorgeous and highly original Mk3 Escort Ghia that Kev had just bought on a whim and parked up for the admiring crowd at the meet. Indoors you could find another recent acquisition – a stunning S2 RST sitting in OZ Superleggeras with a nice spec including a big 'cooler, Tennis Recaros, AVA modded metering head, and as Kev puts it, a "magpie-spec" engine bay!

Taking pride of place on a window-mounted raised plinth was Kev's immaculate EsCos. With Rondells, Morettes and immaculate paint it looks like a full-on show car on the outside, but don't be fooled to thinking it's all bark and no sting as it's powered by a strong Stage 3-spec YB! It's like a bright red shiny cherry on top of the cake that is Kev's collection!

QUICK SPEC

Comfy, Fast, Faster



Kev's EsCos took the prime spot in the showroom



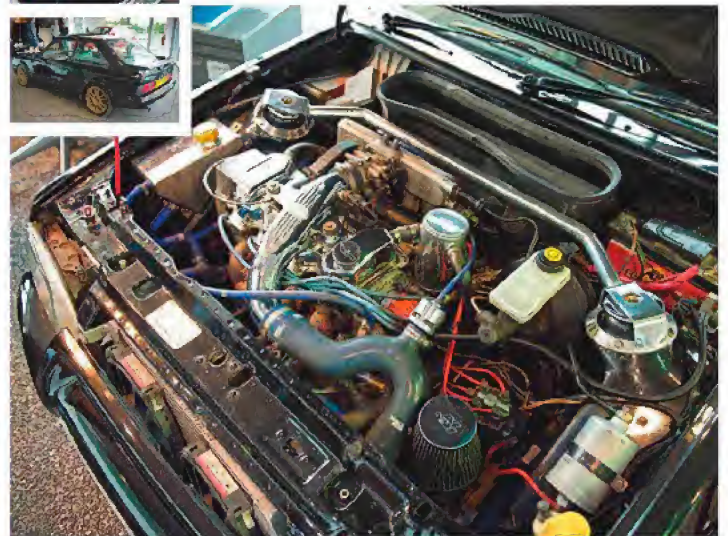
So clean you wouldn't believe it actually runs!



Beautiful Mk2 Escort drew a crowd



Kev's RS Turbo was equally as stunning!





GORDON MCWILLIAM FOCUS COSWORTH

At first glance this may look like a very nicely modified Focus RS that has been unusually treated to a black respray, but get up close and things aren't quite as you'd expect. The interior might look like any Focus RS, but wait a minute... that centre console looks familiar. Yes, it's from a Sierra!

While most Cosworth-converted cars are typically of the stripped out track-star flavour, Gordon's 4x4 Focus smashes the mould by being a genuine all-rounder! The shell was converted by an ex-M-Sport engineer, and then treated to a big spec YB motor – complete with an 8-injector setup, a hybrid T4 turbo, and a low compression bottom end. We've also witnessed this car on a dyno run, and it was an impressive sight, especially as on full boost traction was definitely becoming an issue! The Focus comfortably made 438bhp that day, but Gordon knows there's much more in there. Eight Siemens 55lb injectors to unleash more power potential are being considered, as well as a Quaife transmission and SCS beam for grip!

QUICK SPEC

4x4 YB conversion, 8 injectors,
BD 14/16 cams



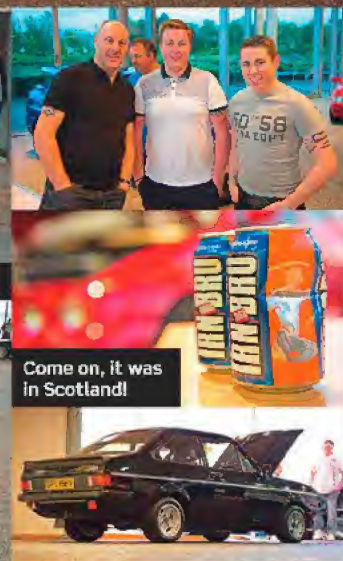
Cossie-powered
Focus? Yes please!



You don't expect to
see a YB in a Focus bay



As fresh as the day it was first in a showroom...



Come on, it was
in Scotland!



Black and white themed Focus RS looked tough

STEVIE HINKS ESCORT COSWORTH

Stevie is the go-to guy at Peoples when it comes to RSs, so it's only fair that his astoundingly clean EsCos takes centre stage on the revolving platform for all to admire. And there are plenty of details in there to view too. Immaculate 'Hex' cloth Recaros are the obvious sight for sore eyes, but look closer and there's nice little touches such as a push button start, and even a remote central locking key from a Mondeo adapted to fit!

The EsCos has been Stevie's pride and joy for nine years, and is effortlessly putting out 336bhp thanks to a Stage 3 upgrade. But more importantly (on this night) was the stunning condition of this early K reg's paintwork. Stevie told us of how one of the best things he's done was the intensive two-day detailing session, which refuses to let a bit of dirt cling to the glossy body!

It may be sitting pretty on a set of classic Rondells, but Stevie is looking to get a set of 18" OZ Monoblocks next, and we're sure that's going to improve upon what is already a stunning Escort Cossie!

QUICK SPEC

Stage 3 spec, Rondells, tons of subtle upgrades!



Stevie's EsCos is packed full of neat little one-off touches



Original Hex interior is in mint condition



Spotless YB still kicks out 336bhp!

fastford

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CARS FOR SALE

CAPRI

CAPRI



1980, £8,500. New cam belt. Fully serviced. 2 owner car. Lots of MoT's. Original German factory build sheet. MoT until 2016 next year. London. 07836 20651 (HP)

CONSUL

CONSUL 315-109



1962, 58,000 miles, £6,500. Very rare car. All original metal and parts, no welding, runs and drives excellent. Near mint condition and rust free, left hand drive. Engine size 1500, 4 speed column change, manual drive, fuel type petrol, 5 seats, left hand drive, alloy wheels, 2 tone colour, 2 door. For more details call Colin. Essex. 07508 666079 (HP)

CORTINA

CORTINA 1600E



1970, £3,950 ono. Good interior, good front and rear seats, needs carpet. MoT. Paintwork faded, lacquer peeling. Lots of welding done by previous owner. New sills. Cornwall. 01726 823620 (PB)

CORTINA MK1



£4,500. Very solid 1500cc 4dr saloon, auto, Racing Green/yellow, full respray (2 pack), many new parts, electronic ignition, alternator, MoT June 2015, tax exempt, price reduced. Warwicks. 01788 810352/07973 491352

CORTINA MK1



1965, 37,000 miles, £4,750. Automatic. MoT & Taxed till March 2015. V5. 2 owners from new. Service history & some old MoT's included. Fully restored 5 years ago. Excellent condition. Runs great, excellent interior. Bumpers need rechroming. Sold as seen. Cheshire. 07875 086833 (HP)

COUPE



1934, £25,000 ovno. Built for me by Burnham Autos in 2000 at a cost over £55k. Rodline body and chassis, D J Ellis Engines 300bhp (with dyno sheet) 4 litre injected Rover, T5 box, Ford 8" rear, Coddingtons. This car has been all over Europe and the UK and will start 1st time even after standing all winter. Brighton. couperod35@yahoo.co.uk (JW)

ESCORT

ESCORT 1600 SPORT



1970, £3,750. In need of light restoration. This car is rhd was imported from a hot dry country, is a genuine 1600 sport and all duty has been paid. Scotland. 07879 557668 (HP)

ESCORT MK2 2 DOOR



1979, 70,000 miles, £4,750. Sound and original 2 door shell. LHD, manual, running, driving, tidy interior, never welded. On NOVA system with correct papers for UK registration. Delivery possible. Call or email for full details and 90 photos. Coxhoe. 07931 294227 (JW)

ESCORT XR3i CABRIOLET

1989, £1,350 ono. Mk 4 XR3i. Currently SORN. MoT'd April. Power hood. Good electrics. Recaro interior. Dogleg alloys. Working central locking and factory alarm. Paint a little shabby, use as is or do up and have nice show car. Classic insurance. Pembrokeshire. 01646 601806 (PB)

XR3i



1988, 26,000 miles, £10,000. Electric windows, mirrors and a powerfold roof all of which work fine. The car is immaculate both inside and outside the vehicle currently has a cd player fitted but I do have the original tape deck player available to the buyer of the car. I also have a full service history including every Tax disc and MoT and original receipt from 1988. Cheshire. 07989 427833 (HP)

FIESTA

FIESTA



1994, 58,000 miles, £695. Here is a little gem of a car 1994 Fiesta Ghia 16 valve, alloy wheels. Power steering, no rust. First to see will buy. Merseyside. 07801 202878 (HP)

FIESTA MK3

1995, 45,000 miles, £950. 1.3 LXi automatic, new gearbox, almost mint condition, electric windows, central locking. 3 door version, almost full history, old MoTs, new tyres, exhaust replaced, new locks, long MoT, excellent condition. 07770 119915

FIESTA RS TURBO



1990, 86,000 miles, £2,000. 1.6. This car is in mint condition, these cars are very rare and you don't see a lot of mint ones. Car starts 1st time, it currently has no MoT as just been taken out of garage. Has 4 brand new tyres, oil, oil filter, and fuel filter, timing belt has just been changed as well. Scotland. 07799 431063 (HP)

FIESTA ST MK6



60,000 miles, £4,000. With Mountune Racing 200 kit & many other handling upgrades. MoT'd and fully serviced in January 2015. Full history available. 07837 260031 (JW)

MK1 POPULAR PLUS



1983, 39,000 miles, £1,500. Runs like a dream, no nasty noises. Underneath is excellent, no rust and there is no signs of welding. Comes with the original wheels and the weller steels. Lots of paperwork for the car including all the MoT certificates. Lots of history. Somerset. 07870 800963 (HP)

KA



2001, £695. Collection edition. Electric windows, power steering, air/con, colour coded bumpers, alloys with very good tyres, full service history last service was 2,000 miles ago bodywork is in mint condition not rusty like the other Ford KA's around drives like a dream everything works as it should lots of previous MoT's and receipts. px welcome. London. 07553 505630 (HP)

MUSTANG



1967, £9,950. Coupe 289 V8 Automatic, it is a numbers matching car. The car starts and drives fine, all electrics work, the factory power steering does not work, structurally very sound and rust free. Very clean and original interior. Priced for a quick sale at £9950, no silly offers please. London. 07950 971518

ORION

ORION 1.6

46,000 miles, £Offers at £1,100. Barn stored 12 years, Sorn, some spares, solid honest car needs repaint, Weber carbs, good project, no silly offers, only 12 on road, plate value at £500. Essex. 07703 346296

POPULAR

POPULAR 103E



1955, £2,850. Nice clean original car. Still 6V. Not restored. Very good useable condition. Shown regularly but has rust in usual places. New tyres, tubes, head liner. Refurbed radiator, starter dynamo. Surrey. 07872 450812 (PB)

SIERRA

SIERRA XR4 X4I



1988, 128,000 miles, £4,000. One owner since 1989, garaged. Full service history since '89. No expense spared to keep in excellent condition. Partial restoration at 122,000 miles (2006) included full respray in original colour. New clutch fitted 2012. New tyres & S/ steel exhaust, MoT July. Price includes lots of spares including some body parts and most lights. West Sussex. 01403 255712 (HP)

THUNDERBIRD

THUNDERBIRD



1956, 36,000 miles, £23,500. Lovely car y block v 312 reg in the uk, convertible hard top, no rust, some spare parts with the car, power steering, power breaks. 01729 825846 (JW)

THUNDERBIRD



1960, £8,995. Lots of new parts (battery / suspension / tyres / exhaust / lots more). Runs and drive nice, useable as is. Will need UK registering (all paperwork present), paint and interior. Wiltshire. 07770 636583 (HP)

TRANSIT

FORD TRANSIT MKII VAN

1985, £POA. Factory fitted DI diesel recent injector pump overhaul, 4 recent tyres, full service, very good driver, MoT and taxed classic insurance. Lancashire. 01257 483280 (MC)

MINIBUS

1998, £750. Swb, semi hi top, Smiley front, 2.5 diesel, tidy condition, runs well, no MoT. Gloucestershire. 07873 766306

MK1 TRANSIT



1975, 3,800. Good condition. More info on this and more transits. Office hours. (single /double wheel/ minibus at various prices). 00356 21431605 (JW)

VEHICLES WANTED

ESCORT MK4

Wanted. Diesel. Prefer rot free. North London. 07770 119915 (RB)

FORD COUGER

Wanted. 2.0/2.5 or Probe 2.0/2.5, anything considered, retirement project (complete or incomplete, prefer runner. Shropshire. 07530 604299

FORD TRANSIT CARAVANETTE

Wanted. Camper. MoT or not. Cash waiting for right one. Anything considered. Cheshire. 07854 406669 (PB)

PARTS FOR SALE

289CU.IN. V8 ENGINE

1966, £495. Ford 289 engine, 1966, to rebuild. Standard bore and crank, machining not necessary. Set of new pistons, timing chain set and water pump included. Also has comp cam and Carter AFB carb. Lancashire. 01524 427818 (HP)

CALOR METER (WILMOT BREDDEN LTD)



£Offers. Pat. No. 281781. Reg. No. 715114. Pitted condition. Unknown off early car. Smiths interior clocks (2) off Zodiac Mk 3. Mk 1 or Mk 2 interior clock Ford Capri. Gloucestershire. 01684 275264 (RB)

CMS ALLOY WHEELS



£120. Brand new, still boxed. 7Jx15, 4x108PCD. Cambridgeshire. 01223 837740 or 07961 500234 after 6.30pm (PB)

ESCORT COSWORTH

£40. RS rear Escort Cosworth upper spoiler. Whaletail design. Glassfibre X Sport design. Cheshire. 01619 801009

ESCORT MK1

£POA. Wiring loom. Under dash and rear pair alloy Pinto engine mounts. Alloy alternator. Brucher Mk1 heater surround. Pair heater dash vents. 4 x 19RS Focus white alloy wheels. Somerset. 01458 834140 (RB)

FORD "MODEL Y"

£Various. Two wire wheels, £5 each. Radiator, £20. Oval fuel tank, £10. Front and rear windcreens, believed model "Y" "Free". Yorkshire. 0114 268 6354

FORD 289 ENGINE

1966, £495. To rebuild, re-bore and grind not necessary, new pistons, timing chain set and waterpump included. Also comp cam and Carter AFB carb. Lancs. 01524 427818

FORD MONDEO ST24

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PAIR REAR LENSES

£POA. Consul/Mk1 Granada, average condition. Front chromed Mk2 o/s bumper corner, good condition. Facelift Orion n/s rear lens, as new, offers. Fiesta Mk1/2 rear o/s wheel arch repair LMC small amount used otherwise v/g. Essex. 07703 346296

STROMBERG CARBURETTORS

£90. 2 X 175 cd-2 Carburettors in excellent order. Surrey. 07714 456895 (JW)

STROMBERG CARBURETTORS

£90. 2 X 175 cd-2 Carburettors in excellent order. Surrey. 07714 456895 (JW)

PARTS WANTED

2 TYRES 295X60X15

Wanted. Prefer white letters or any that will fit my 10x15 wheels call willy. Bradford. 07739 524137 (JW)

FIESTA

Wanted. Towbar wanted to fit Mk Fiesta, prefer new or recent, cash waiting, some other parts needed if broken one, please call. 020 3234 1051

FIESTA MK3 SEATS

Wanted. Also towbar, must be excellent condition. London. 020 3234 1051

FORD GRANADA 2.8IX

1983, £Negotiable. Wanted. Motorcraft fuel pump or genuine Ford fuel pump (new). Also engine oil filter. 07761 789165 (RB)

FRONT INDICATOR LENS

Wanted. And headlight o/s for early Mk3 Escort, good condition please, could p/ex for spares. Essex. 07703 346296

MISCELLANEOUS

42IN ENGLISH WHEEL



£3,500 ono. 4 lower wheels narrow lower wheel 2 crushing and 2 swagging wheels, very universal, good condition. Also Eckold shrink and stretch machine, little use, £500 ono. S Yorkshire. 07768 458928

COLLECTION OF PERIOD CANS



1950, £35 the lot. Reasonable condition. Duckham, Castrol, Holts, etc. For display only. Kent. 01689 861196 (PB)

KISMET HPA MOT BAY



£2,200. Rolling road brake tester. Cornwall. 01579 362222 (RB)

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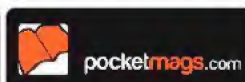
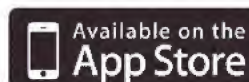


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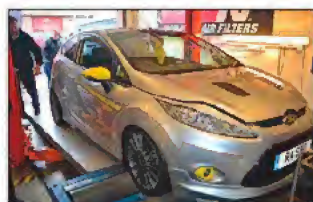
LAKES DRIVE 50

The Cumbria Ford Meet crew head off for an epic drive!



COSSIE MK3 68

YB-powered rear-wheel drive Mk3 Escort is a firm favourite!



DYNO SHOOTOUT 76

Dreamscience opens its doors to Focus ST and RS owners...



FORDS YOU NEVER KNEW EXISTED

#65 MUSTANG 'SHORTY'

Back in the early '60s, as Ford designers were brainstorming ideas for a new two-seater, compact, sporty car there were some wild and whacky sketches thrown on the table. But one of which actually made it to the prototype phase, where a running, driving concept was physically built. And the one that 'made it' was possibly one of the most radical ideas of all – a shortened, two-seater version of the Mustang!

This wasn't the first time a two-seater Mustang was suggested, as initial sketches showed the fastback Mustang

with no back seats, but Ford wanted their new car to appeal to a wider audience so the two-seater idea was binned in favour of the four-seater we know today.

But the two-seater version was eventually built in the mid-'60s by a local company in Michigan for display on a travelling custom car show. The 'shorty' as it became affectionately known, was based on the regular Mustang 'fastback' but has seen a whopping 16 inches cut out of the middle! This material was taken from the area just behind the doors and before the rear axle. This meant a shortened drive train was required, and a

unique rear bodywork and outer door skins was crafted from fiberglass to ensure the 'shorty' kept the classic looks, and retained those iconic side scoops.

As if the story of this odd little Mustang wasn't weird enough, it then gets even stranger. After the travelling motorshow had finished Ford had no use for the 'shorty' so it was sent to be scrapped. But the designer, a guy called Gardener, couldn't see his work get crushed so he hid the car! Ford then reported it as stolen and received an insurance pay-out for their loss, but the warehouse owner where Gardener stashed the car then discovered it. As Gardner had apparently not paid any rent the insurance company that paid out Ford's claim took possession of the 'shorty', and it was sold to one of its executives! It then came up for sale again a few years later where Bill Snyder (who had seen the car originally on the travelling motor show) bought it, and he's owned it for the last 46 years!



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